2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

81

Rockbridge County City of Buena Vista City of Lexington Town of Glasgow Town of Goshen

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Section Sect						RUC	kbridge	Mannena	ance Are	a							
1.95	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
1.95	Rockbridge County	7			From:	IS-0008	R1-N(B)/JI	B-81-11/B0	OTETOU	RT -							
Combined Traffic: 30000	11 (81)	1.95									me est	imates fo	r this	segment.			
11		Combined Traffic:	30000	G							F	0.064	F	0.503	29000	G	
1.73 2100 G 32% 1% 3% 2% 3% 0% F 0.094 F 0.505 2100 G 2006										RT 11							
SR 130 Natural Bridge F 0.089 F 0.507 2600 G 2006 C 20		1 73	2100	G	<u> </u>					0%	F	n ng4	F	0 505	2100	G	2002
11	(11)	1.75	2100	G	32 /0	1 /0				0 /0		0.034	•	0.505	2100	J	2002
11	(T)	3 47	2500	G		1%				0%	F	n nga	F	0 507	2600	G	2002
11	(11)	5.41	2000	Ü	JZ 70					070		0.005	•	0.507	2000	J	2002
11	(44)	8 45	3200	G						0%	F	n ng1	F	0 585	3300	G	2003
11		0.43	3200	J	J-70	1 70			1 70	070		0.001	•	0.505	3300	J	2002
11		1.02	7100	G		1%			1%	Ω% 	F	0.00	F	0.536	7200	G	2002
11	11)	1.02	7 100	G	94 /6	1 /0			1 /0	0 /0		0.09		0.550	7200	G	2002
SCL Lexington SCC Lexingto	\sim	0.22	7400	NI.		10/			10/	00/	NI	0.00	NI.	0.526	7200	NI.	2002
11	(11)	0.32	7100	IN		170				0%	IN	0.09	IN	0.556	7200	IN	2002
11	7°. 6T						501	Lexington									
11	JIV OI Lexington				From:		SCI	Lexingtor	1								
Main St	11	0.59	9400	G	93%	1%				0%	С	0.09	F	0.518	9800	G	2002
11	\smile				To:			Main St									
11	11	0.04	9400	G		1%			1%	0%	F	0.088	F	0.515	9800	G	2002
11	<u></u>				To:		P	ne IIS 11									
NCL Lexington NCL Lexingto	(11)	0.08	17000	G		1%			1%	0%	F	0.092	F	0.52	18000	G	2002
11																	
11	Rockbridge County	,															
11	~~~				From:		NCI	L Lexington									
11	{11}	0.88	16000	G	95%	1%	3%	1%	1%	0%	F	0.092	F	0.511	16000	G	2002
SR 39 North of Lexington SR 39 North of Lexi	~								ngton								
SR 39 North of Lexington SR 39 North of Lexington F 0.092 F 0.553 6200 G 2002	[11]	0.27	17000	G	93%	0%	2%	1%	4%	1%	F	0.092	F	0.613	17000	G	2002
1-81 North of Lexington 1-81 North of Le					To: From:		SR 39 No	orth of Lexi	ington								
11 5.53 4300 G 95% 1% 2% 1% 2% 0% F 0.094 F 0.641 4400 G 2002	11)	3.75	6100	G	93%	0%	2%	1%	4%	1%	F	0.092	F	0.553	6200	G	2002
11	<u> </u>				To: From:		I-81 No	rth of Lexir	ngton								
Second S	11)	5.53	4300	G		1%	2%	1%	2%	0%	F	0.094	F	0.641	4400	G	2002
Second S	<u> </u>				To:			81-710									
Bus	11	5.40	3400	G	95%	1%			2%	0%	F	0.106	F	0.592	3500	G	2002
11	\bigcirc				To:		August	ta County L	ine								
SCL Lexington SCL Lexingto	Bus				From-												
SCL Lexington SCL Lexingto	[11]	0.03	6400	G		1%				0%	F	0.096	F	0.696	6500	G	2002
SCL Lexington SCL Lexingto	<u> </u>				To:		SCI	L Lexingtor	1								
Main St 0.39 3500 G 97% 1% 2% 0% 0% 0% C 0.100 F 0.608 3600 G 2002																	
Bus Thornhill Rd Thornhill Rd	~~~	U 30	3500	G	<u> </u>	1%				Λ%.		0 100	F	U 6U8	3600	G	2002
Bus Main St 0.16 5800 G 97% 1% 2% 0% 0% 0% 0% F 0.096 F 0.651 6100 G 2002	(11) Mail St	0.59	5500	3		1 /0			U /0	U /0		0.100		0.000	3000	J	2002
11 Main St 0.16 5800 G 97% 1% 2% 0% 0% 0% F 0.096 F 0.651 6100 G 2002	Bus																
Bus Main St 0.31 5400 G 97% 1% 2% 0% 0% 0% 0% F 0.103 F 0.661 5600 G 2002 Bus Main St 0.31 3600 G 98% 0% 1% 0% 0% 0% F 0.115 F 0.557 3800 G 2002 Combined Traffic: 6300 G 98% 0% 1% 0% 0% 0% F 0.082 F 5900 G 2002 Combined Traffic: 13000 G 0.083 F 13000 G	(11) Main St	0.16	5800	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.651	6100	G	2002
Bus Main St 0.31 5400 G 97% 1% 2% 0% 0% 0% F 0.103 F 0.661 5600 G 2002	D.::				To: From:		W	/allace St									
Bus From White St White St		0.31	5400	G		1%			0%	0%	F	0 103	F	0.661	5600	G	2002
Main St 0.31 3600 G 98% 0% 1% 0% 0% 0% F 0.115 F 0.557 3800 G 2002	11) Wall St	0.51	U-100	3		1 /0			U /0	0 /0		0.100	•	0.001	5000	J	2002
Main St 0.31 3600 G 98% 0% 1% 0% 0% 0% F 0.115 F 0.557 3800 G 2002																	
Bus Nelson St 11 Main St 0.24 5700 G 98% 0% 1% 0% 0% 0% F 0.082 F 5900 G 2002 Combined Traffic: 13000 G 0.083 F 13000 G		0.31	3600	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.557	3800	G	2002
Main St 0.24 5700 G 98% 0% 1% 0% 0% 0% F 0.082 F 5900 G 2002 Combined Traffic: 13000 G 0.083 F 13000 G		Combined Traffic:	6300	G								0.115	F	0.557	6400	G	
Main St 0.24 5700 G 98% 0% 1% 0% 0% 0% F 0.082 F 5900 G 2002 Combined Traffic: 13000 G 0.083 F 13000 G	Puo				To: From:		N	Nelson St									
Combined Traffic: 13000 G 0.083 F 13000 G	~~~	N 24	5700	G		0%	1%	0%	0%	0%	F	0.082	F		5900	G	2002
					30 /0	J 70	. 70	570	J /0	J 70	•						_502
		Combined Hallo.	.0000	-	To:		Je	fferson St				0.000	•		.0000	•	

					Rocl	kbridge Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lexington				r											
Bus 11 Main St	0.37	8300	G	98%	0%	Jefferson St 1% 0%	0%	0%	F	0.084	F	0.558	8600	G	2002
(11) Wall St	0.57	0300	G	30 70	0 70		0 70	0 70	'	0.004	'	0.550	0000	J	2002
Bus				From:		Letcher St									
(11) Main St	0.34	8700	G	98%	0%	1% 0%	0%	0%	С	0.084	F	0.515	9000	G	2002
				To:		US 11									
Bus	0.05	0700	_	From:		Bus US 11 Mair	ı St			0.400	_		0700	0	0000
[11]	0.35	2700	G							0.122	F		2700	G	2002
	Combined Traffic:	16000	G							NA			16000	G	
Bus				From:		US 60 Nelson	St								
[11]	0.24	4600	G							0.108	F		4600	G	2002
	Combined Traffic:	10000	G	To:		D. HG 1114	G:			NA			10000	G	
				10:		Bus US 11 Mair	ı St								
Town of Goshen				From:		Bath County Li	no								
(39)	2.47	2000	G	92%	1%	4% 1%	2%	0%	F	0.087	F	0.589	2000	G	2002
39				To:					-		-				
30	1.34	2100	G	From: 91%	1%	SR 42 Gosher 2% 4%	2%	0%	F	0.108	F	0.559	2100	G	2002
39	1.54	2.00	3	T:-	1 /0				'	0.100	•	0.000	2100	5	2002
[20]	0.07	1800	G	From: 91%	1%	81-780 South of G 2% 4%	oshen 2%	0%	F	0.124	F	0.657	1800	G	2002
39	0.07	1000	·	To:	1 /0	SCL Goshen		070	•	0.124	•	0.007	1000	J	2002
Rockbridge County															
Rockoriuge County				From:		SCL Goshen									
39	8.62	1800	N	91%	1%	2% 4%	2%	0%	Ν	0.124	Ν	0.657	1800	Ν	2002
				To: From:		E 81-602		ŀ							
(39)	2.34	1100	G	93%	1%	2% 3%	1%	0%	F	0.088	F	0.548	1100	G	2002
				To:		SR 252									
(39)	7.55	1400	G	93%	1%	2% 3%	1%	0%	F	0.093	F	0.642	1400	G	2002
				To:		US 11 North of Lex	ington								
Town of Goshen															
ALT	0.35	1500	G	91%	1%	SR 42 Gosher 3% 4%	2%	0%	F	0.122	F	0.543	1500	G	2002
39	0.33	1500	G	9170 To:	1 70	SR 39	270	0%	Г	0.122	Г	0.543	1500	G	2002
				From:		Rockbridge County	. Lino	1							
(42) (39)	2.47	2000	G	92%	1%	4% 1%	2%	0%	F	0.087	F	0.589	2000	G	2002
42 (39)	2		•	Te-	. , ,				•	0.501	•	2.300	_555	-	
42	0.06	2300	G	From: 90%	1%	SR 39 Millboro Sp 3% 4%	orings 3%	0%	F	0.089	F	0.508	2300	G	2002
42	0.00	2000	·	To:	1 /0	ECL Goshen		070	•	0.000	•	0.500	2000	J	2002
Rockbridge County															
MACKIN INSECTIONITY				From:		ECL Goshen									
(42)	5.92	2300	N	90%	1%	3% 4%	3%	0%	Ν	0.089	Ν	0.508	2300	Ν	2002
				To:		Augusta County l		ļ							
		400-	_	From:		Amherst County	Line								0005
(48) Blue Ridge Pa	rkway 0.15	1200	0	_						NA			NA		2002
				From:		US 60									
(48) Blue Ridge Pa	rkway 18.29	1200	0	To:		N.1. 7				NA			NA		2002
				n.		Nelson County I									
(F2)	1.52	1300	G	96%	0%	Augusta County I 2% 1%	Line 0%	0%	F	0.085	F	0.617	1300	G	2002
56)	1.52	1300	G	JU 70	U /0			U /0	17	0.000	1.	0.017	1300	G	2002
	0.74	400		From:	10/	81-608 Vesuvii		00/		0.44		0.600	400		2002
56	3.74	480	G	95% To:	1%	2% 1% Nelson County I	0%	0%	F	0.11	F	0.692	480	G	2002
				From:		-									
(eq) (e4)	1.92			· · · · · · · · · · · · · · · · · · ·	9	Alleghany County ee I-64 for direct		ffic volu	me est	imates fo	or thic	seament			
60 64	Combined Traffic:	8300	G	72%	1%	2% 1%	24%	1%	F	0.072		0.527	8300	G	
			•	To:	. 70	81-780	/ 0	. 70	•	U.U.L	•	0.021	5550	_	
						. , , , ,									

					NOC	kondye Manten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ockbridge County				From:		81-780		i							
60 (64)	7.38				S	ee I-64 for direc	tional tra	ffic volur	me est	imates fo	r this	seament			
60 (64)	Combined Traffic:	8700	Α	72%	1%	2% 1%	24%	1%	Α	0.128	A	0.632	8200	Α	
				To:	.,,	US 60	= : / 0			020		0.002	0200		
~~ <u>`</u>				From:	I-	64, 81-623 Near Ke	errs Creek								
60 }	0.43	1700	G	92%	1%	2% 2%	2%	0%	F	0.083	F	0.52	1700	G	2002
~				To: From:		81-631		-							
60	3.09	2200	G	96%	0%	2% 1%	1%	0%	F	0.100	F	0.656	2200	G	2002
\$				To:		91 641 West of Lea	vinatan								
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2.08	4300	G	From: 96%	0%	81-641 West of Lex 2% 1%	1%	0%	F	0.084	F	0.646	4400	G	2002
60	2.00	4000	Ŭ	To:	0 70	WCL Lexingto		070	•	0.004	•	0.040	4100	Ü	2002
						Web beringe	<b>,,,</b>								
ity of Lexington				From:		WCL Lexington	nn .	1							
60 Nelson Street	t 0.25	4400	G	97%	1%	2% 0%	1%	0%	С	0.081	F	0.641	4600	G	2002
00)															
Nolson Stoot	0.22	7700	G	From: 97%	10/	Woods Creek		00/		0.002	F	0.540	9000		2001
60 Nelson Steet	0.33	7700	G	97%	1%	2% 0%	1%	0%	F	0.083	Г	0.542	8000	G	2002
~~				From:		Glasgow Stree									
60 Nelson Street	t 0.14	8300	G	97%	1%	2% 0%	1%	0%	F	0.081	F	0.526	8600	G	200
<u> </u>				To: From:		Lee Street									
60 Nelson Street	t 0.17	8000	G	96%	0%	1% 1%	1%	0%	F	0.077	F	0.505	8300	G	200
35)				To:		Dandaluh Ctra	at								
60 Nelson Street	t 0.21	11000	G	96%	0%	Randolph Stre	1%	0%	F	0.086	F	0.547	12000	G	200
60 Nelson Street	0.21	11000	•	30 /0	0 70			0 70	'	0.000	'	0.547	12000	J	200
~~~				From:		Lewis Street					_				
60 Nelson Street	t 0.35	11000	G	96%	0%	1% 1%	1%	0%	С	0.088	F	0.582	11000	G	200
~				To:		ECL Lexingto	n								
Rockbridge County															
~~~	0.45	40000	_	From:	00/	ECL Lexingto		00/	_	0.000	_	0.500	40000	0	000
60}	2.15	10000	G	96%	0%	1% 1%	1%	0%	F	0.088	F	0.569	10000	G	200
<del>-</del>				From:		I-81 East of Lexis	ngton	-							
60 }	2.17	13000	G	92%	0%	1% 1%	5%	0%	F	0.088	F	0.521	13000	G	200
<b>→</b>				To		W 81-608									
60}	0.90	15000	G	From: 92%	0%	1% 1%	5%	0%	F	0.08	F	0.554	15000	G	200
00)				To-		WCL Buena Vi									
** CD X** 4															
City of Buena Vista				From:		WCL Buena V	ista	1							
60 Lexington Ave	e 0.08	12000	G	90%	0%	2% 3%	5%	0%	F	0.086	F	0.509	12000	G	200
00)				т											
A suinatan Au	- 0.52	44000	_	From:	00/	Alleghany Av		00/	_	0.007	_	0.500	11000		200
60 Lexington Ave	e 0.53	11000	G	90%	0%	2% 3%	5%	0%	С	0.087	F	0.539	11000	G	200
~~~				From:		Beech Ave									
60 29th St	1.31	2800	G	85%	0%	1% 0%	13%	0%	С	0.119	F	0.676	2900	G	200
~				To:		ECL Buena Vi	sta								
Rockbridge County															
~~~				From:		ECL Buena Vi							<u></u>		·
60)	3.12	3100	G	85%	0%	1% 0%	13%	0%	F	0.103	F	0.665	3100	G	200
~				To:		Amherst County	Line								
				From:		Alleghany County	Line								
East	1.92	4600	G	72%	1%	2% 1%	23%	1%	F	0.073	F		4600	G	200
East 64	***-		_	72%	1%	2% 1%	24%	1%	F	0.072	F	0.527	8300	G	
East 64	Combined Traffic:	8300	G												
East 64		8300				Q1 70A		1							
	Combined Traffic:			To: From:		81-780		-							
		4300	А		1%	81-780 2% 1%	23%	1%	Α	0.151	A		4000	A	2002
East 64	Combined Traffic:	4300		To: From:			23% 24%	1% 1%	A A	0.151 0.128	A A	0.632	4000 8200	A A	2002

								ance Are			Dools		Dir			
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge Count	tv			From:		,	10.00									
East	5.39	4500	G	72%	1%	2%	US 60 1%	23%	1%	F	0.074	F		4500	G	2002
64	Combined Traffic:	9600	G	72%	1%	2%	1%	24%	1%	F	0.083	F	0.588	9600	G	2002
	Combined Traine.	3000		To:	170		US 11	2-770	170	<u>'</u>	0.000		0.000	3000		
ast	1.55	E000	•	From:	10/			220/	10/	_	0.00	_		5000	0	2002
64	1.55	5800	G	72% 72%	1%	2%	1%	23%	1%	F	0.08	F F	0.544	5800	G	2002
	Combined Traffic:	12000	G		1%	2%	1%	24%	1%	F	0.074	г	0.541	12000	G	
ast North			_	From:			st Interch								_	
64) (81)	3.30	19000	G	64%	1%	2%	0%	31%	2%	F	0.071	F		19000	G	2002
	Combined Traffic:	35000	G	64%	1%	2%	1%	30%	2%	F	0.071	F		35000	G	
ast North				From:		1	US 11									
<del>84</del> ) <del>81</del> )	5.57	19000	G	64%	1%	2%	0%	31%	2%	F	0.07	F		19000	G	2002
	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	0.064	F		39000	G	
ast North				From:		8	31-710		-							
84) (81)	4.49	20000	G	64%	1%	2%	0%	31%	2%	F	0.066	F		20000	G	2002
	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	0.065	F		39000	G	
				To: From:			81-606									
ast North	0.59	21000	Α	64%	1%	2%	0%	31%	2%	Α	0.129	Α		20000	Α	200
81	Combined Traffic:		A	64%	1%	2%	1%	30%	2%	A	0.129	A		39000	A	2002
	Combined Trainc.	41000	^	To:	1 /0		County 1		2 /0	^	0.003	^		39000	^	
est				From:		Alleghan	y County	Line								
<u>34</u> )	2.42	3700	G	72%	1%	2%	1%	24%	1%	F	0.076	F		3700	G	200
	Combined Traffic:	8300	G	72%	1%	2%	1%	24%	1%	F	NA			8300	G	
oot				To: From:		8	31-780									
est 64	6.94	4400	Α	72%	1%	2%	1%	24%	1%	Α	0.134	Α		4100	Α	200
54)	Combined Traffic:	8700	Α	72%	1%	2%	1%	24%	1%	Α	NA	•		8200	Α	
				To:			60, 81-623		1							
est	F 00	E400	•	From:	10/				10/	_	0.005	_		E100	0	200
34	5.90 Combined Traffic:	5100 9600	G G	72% 72%	1% 1%	2% 2%	1% 1%	24% 24%	1% 1%	F F	0.095 NA	F		5100 9600	G G	200
	Combined Trainc.	9600	G	7 2 70	1 70			24 70	1 70	г	INA			9000	G	
est				From:			US 11									
<del>34)</del>	0.84	5900	G	72%	1%	2%	1%	24%	1%	F	0.081	F		5900	G	2002
	Combined Traffic:	12000	G	72%	1%	2%	1%	24%	1%	F	NA			12000	G	
est South				From:		I-81 We	st Interch	ange	-							
84) (81)	3.66	16000	G	65%	1%	2%	1%	29%	2%	F	0.069	F		16000	G	200
	Combined Traffic:	35000	G	64%	1%	2%	1%	30%	2%	F	NA			35000	G	
est South				To: From:		1	US 11		-							
84) (81)	5.59	20000	G	65%	1%	2%	1%	29%	2%	F	0.069	F		20000	G	200
	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	NA			39000	G	
				To: From:			81-710		1							
est South	4.41	20000	G	65%	1%	2%	1%	29%	2%	F	0.064	F		20000	G	200
81	Combined Traffic:		G	64%	1%	2%	1%	30%	2%	F	NA	'		39000	G	200
				_	1 /0			00 /0	- /0	<u>'</u>	14/7					
est South		00000		From:	401		31-606	6551			0.45:			400==		
64 (81)	0.33	20000	Α	65%	1%	2%	1%	29%	2%	A	0.121	Α		19000	A	2002
_	Combined Traffic:	41000	Α	64% To:	1%	2%	1% County I	30%	2%	Α	NA			39000	Α	
orth				From:		Ť										
orth 31)	1.95	16000	G	62%	1%	2%	t County 1%	33%	3%	F	0.066	F		15000	G	2002
) <i>(</i>	Combined Traffic:		G	63%	1%	2%	1%	32%	3%	F	0.064	F	0.503	29000	G	_502
$\sim$	Complued Frame:	30000									U.U.	г				

					NUCI			ance Are			Deale		D:-			
Route	Length	AADT	QA	4Tire	Bus			uck : 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County	,			From:		IIS	11 S INT		1							
North 81	4.46	15000	G	62%	1%	2%	1%	33%	3%	F	0.069	F		14000	G	2002
01)	Combined Traffic:	31000	G	63%	1%	2%	0%	32%	3%	F	0.069	F		29000	G	
				To:	. , ,		11 N INT			•	0.000	•				
North	2.22	40000	_	From:	40/			000/	00/	_	0.074	_		47000	•	0000
81	8.36	18000	G	62%	1%	2%	1%	33%	3%	F	0.074	F		17000	G	2002
	Combined Traffic:	36000	G	63%	1%	2%	1%	32%	3%	F	0.066	F		33000	G	
North				From:			US 60									
(81)	3.01	20000	G	62%	1%	2%	1%	33%	3%	F	0.068	F		19000	G	2002
	Combined Traffic:	37000	G	63%	1%	2%	1%	32%	3%	F	0.064	F		35000	G	
North				To: From:			I-64									
(81)	3.30	19000	G	64%	1%	2%	0%	31%	2%	F	0.071	F		19000	G	2002
0.1	Combined Traffic:	35000	G	64%	1%	2%	1%	30%	2%	F	0.071	F		35000	G	
				To-			US 11		- 1							
North	5.57	19000	G	64%	1%	2%	0%	31%	2%	F	0.07	F		19000	G	2002
81	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	0.07	F		39000	G	2002
	Combined Trainc.	33000	G	U-7 / 0	1 /0			30 /0	2 /0		0.004	•		39000	O	
North				From:			81-710									
(81)	4.49	20000	G	64%	1%	2%	0%	31%	2%	F	0.066	F		20000	G	2002
	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	0.065	F		39000	G	
North				To: From:			81-606									
(81)	0.59	21000	Α	64%	1%	2%	0%	31%	2%	Α	0.129	Α		20000	Α	2002
	Combined Traffic:	41000	Α	64 <u>%</u>	1%	2%	1%	30%	2%	Α	0.065	Α		39000	Α	
				To:		August	a County I	Line	ļ							
South	1.00	4.4000	_	From:	40/		rt County		00/	_	0.000	_		10000	•	0000
81	1.86	14000	G	63%	1%	2%	0%	31%	3%	F	0.069	F	0.500	13000	G	2002
	Combined Traffic:	30000	G	63%	1%	2%	1%	32%	3%	F	0.064	F	0.503	29000	G	
South				From:		J	JS 11 S									
(81)	5.24	16000	G	63%	1%	2%	0%	31%	3%	F	0.067	F		15000	G	2002
	Combined Traffic:	31000	G	63%	1%	2%	0%	32%	3%	F	NA			29000	G	
South				To: From:		J	JS 11 N									
81)	7.97	18000	G	63%	1%	2%	0%	31%	3%	F	0.066	F		16000	G	2002
	Combined Traffic:	36000	G	63%	1%	2%	1%	32%	3%	F	NA			33000	G	
				To			US 60		- 1							
South	2.67	18000	G	63%	1%	2%	0%	31%	3%	F	0.069	F		16000	G	2002
81	Combined Traffic:		G	63%	1%	2% 2%	1%	32%	3% 3%	F	0.069 NA	1.		35000	G	2002
	Combined Traine.	37000	·		1 /0	270		JZ /0	<u> </u>	ı	14/-			33000	J	
South			_	From:			I-64			_		_				
81	3.66	16000	G	65%	1%	2%	1%	29%	2%	F	0.069	F		16000	G	2002
	Combined Traffic:	35000	G	64%	1%	2%	1%	30%	2%	F	NA			35000	G	
South				From:			US 11									
(81)	5.59	20000	G	65%	1%	2%	1%	29%	2%	F	0.069	F		20000	G	2002
$\smile$	Combined Traffic:	39000	G	64%	1%	2%	1%	30%	2%	F	NA			39000	G	
Courth				From:			81-710									
South 81	4.41	20000	G	65%	1%	2%	1%	29%	2%	F	0.064	F		20000	G	2002
01)	Combined Traffic:		G	64%	1%	2%	1%	30%	2%	, F	NA	•		39000	G	2002
			_	To:	1 /0			00 /0	<u> </u>		14/7					
South				From:			81-606									
(81)	0.33	20000	Α	65%	1%	2%	1%	29%	2%	Α	0.121	Α		19000	Α	2002
	Combined Traffic:	41000	Α	64%	1%	2%	1%	30%	2%	Α	NA			39000	Α	
				To:		August	a County I	ine								

					Roci	kbridge Maintenan	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		110 11 11 1 1 1 1 1 1 1 1									
(130)	3.19	2100	G	90%	2%	US 11 Natural Bridge	ge 4%	1%	F	0.080	F	0.504	2100	G	2002
1307				To:		81-759									
(130)	1.25	3200	G	90%	2%	2% 2%	4%	1%	F	0.116	F	0.569	3200	G	2002
				To		WCL Glasgow									
Town of Glasgow															
(420)	1.60	3200	N	90%	2%	WCL Glasgow 2% 2%	4%	1%	N	0.116	N	0.569	3200	N	2002
130	1.00	3200	.,	To:	270	ECL Glasgow	770	170	11	0.110	14	0.505	3200	11	2002
Rockbridge County															
	0.26	2200	N	From:	20/	ECL Glasgow	40/	10/	N.	0.116	N.	0.560	2200	NI	2002
130	0.26	3200	N	90%	2%	2% 2%	4%	1%	N	0.116	N	0.569	3200	N	2002
	2.42	4600		From:	1%	US 501 Near Glasgo		00/	F	0.000	F	0.540	1600		2002
130 501	2.43	1600	G	80% To:	170	6% 1% Amherst County Lir	12% ne	0%	Г	0.080	Г	0.549	1600	G	2002
Wyo				From:		US 501		1							
Wye (130)	0.08	2700	G	89%	0%	3% 2%	6%	0%	F	0.111	F	0.654	2700	G	2002
100				To:		SR 130									
				From:		81-770									
(251)	4.43	820	G	92%	1%	3% 2%	1%	0%	F	0.102	F	0.828	830	G	2002
$\frac{\circ}{\circ}$				To: From:		81-675 Murat									
(251)	3.85	1700	G	92%	1%	3% 2%	1%	0%	F	0.090	F	0.775	1800	G	2002
				From:		81-764 South of Lexin									
(251)	1.05	3000	G	92% To:	1%	3% 2%	1%	0%	F	0.086	F	0.631	3100	G	2002
				10:		WCL Lexington									
City of Lexington				From:		McCormick Ave									
(251) Thornhill Rd	0.38	4700	G	95%	1%	2% 1%	1%	0%	С	0.103	F	0.636	4900	G	2002
				To:		Link Rd									
251 Link Rd	0.24	4200	G	95%	1%	Thornhill Rd 2% 1%	1%	0%	F	0.101	F	0.641	4300	G	2002
251) LITIK KU	0.24	4200	G	93 /0 To:	1 /0	Main St	1 /0	0 /0		0.101	•	0.041	4300	G	2002
Rockbridge County															
				From:		SR 39									
252	6.03	260	G	93%	1%	5% 1%	1%	0%	F	0.093	F	0.574	260	G	2002
				To: From:		81-722									
252	4.22	270	G	93% To:	1%	5% 1%	1%	0%	F	0.088	F	0.692	280	G	2002
				From:		Augusta County Lir									
(504)	2.43	1600	G	80%	1%	Amherst County Lin	12%	0%	F	0.080	F	0.549	1600	G	2002
(501)	2.40	1000	Ū	7I	170		1270	070	•	0.000	•	0.040	1000	Ü	2002
(504)	6.34	3800	G	From: 92%	0%	SR 130 2% 1%	5%	0%	F	0.081	F	0.72	3800	G	2002
(501)	0.01	0000		To:	070	SCL Buena Vista		- 70	·	0.001	•	0.72	0000	Ū	2002
City of Buena Vista															
				From:		SCL Buena Vista								_	
Magnolia Ave	0.97	4000	G	92%	1%	3% 1%	4%	0%	С	0.106	F	0.576	4200	G	2002
~~~				From:	201	2Nd St	00/			2 122			10000	_	
501 Magnolia Ave	1.09	11000	G	95%	0%	2% 1%	2%	0%	С	0.108	F	0.560	12000	G	2002
	0.71	0700		From:	407	15Th St	40/	00/		0.440		0.551	40000		0000
Magnolia Ave	0.71	9700	G	92%	1%	3% 1%	4%	0%	F	0.110	F	0.554	10000	G	2002
	2.22	7000		From:	401	25Th St	40/	00/		0.000		0.000	0000		0000
501 Park Ave	0.28	7900	G	92% To:	1%	3% 1% Beech Ave	4%	0%	F	0.098	F	0.632	8200	G	2002
				From:	_	Park Ave									
501 Beech Ave	0.12	13000	G	92%	1%	3% 1%	4%	0%	F	0.092	F	0.585	14000	G	2002
$\overline{}$				To:	_	29Th St									

					1100	TriTri			_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
City of Buena Vista ALT				From:		Park Ave		1							
501 Beech Ave	0.37	6400	G	96%	0%	2% 1%	1%	0%	С	0.094	F	0.529	6600	G	2002
ALT				To: From:		22Nd St									
501 Sycamore Ave	0.38	3700	G	93% To:	1%	2% 3%	2%	0%	С	0.096	F	0.516	3800	G	2002
ALT				From:		18Th St Sycamore Ave	:								
501 18th St	0.03	2500	G	93% To:	1%	2% 3% 16Th St	2%	0%	F	0.099	F	0.656	2600	G	2002
Rockbridge County						1011131									
	4.06	180	R	From:		SR 39				NA			NA		1998
(600)	4.00	100		To		81-614				11/-3			14/3		1000
600	2.90	90	R	From:						NA			NA		08/23/200
				To: From:		Augusta County L	ine								
(601)	1.75	410	R			SR 39				NA			NA		1998
				To: From:		81-617									
601)	3.66	90	R							NA			NA		08/20/200
(601)	3.17	310	R	From:		81-614				NA			NA		1998
(601)				To:		Augusta County I	ine								
\bigcirc	2.50	400	_	From:		81-631				NIA			NIA		00/20/200
602	3.56	160	R	To:		81-727				NA			NA		08/30/200
602	2.20	80	R	From:		81-727				NA			NA		1998
				From:		81-624		·							
602	2.61	280	G	93% To:	1%	0% 5% SR 39; Gap Term	1%	0%	F	0.131	F	0.568	280	G	2002
				From:		81-732; Gap Term									
602	0.03	20	R	To:		SR 39 EAST				NA			NA		1998
	4.04	070		From:	40/	SR 39	40/	00/		0.005	_	0.500	200		2002
602	1.24	270	G	93%	1%	0% 5% 81-712	1%	0%	С	0.095	F	0.593	280	G	2002
(602)	1.00	250	G	93%	1%	0% 5%	1%	0%	F	0.113	F	0.661	250	G	2002
				To: From:		1.00 MI FRM 81-	712	-							
602)	0.02	230	G	93%	1%	0% 5%	1%	0%	F	0.116	F	0.712	230	G	2002
(602)	1.26	230	R	From:		81-731 SOUTE	I			NA			NA		1998
(002)				Ta		81-724 SOUTH	I								
602	5.80	160	R	From:						NA			NA		08/23/200
	2.22	440		To: From:		81-725									4000
602	0.30	110	R	To:		Augusta County I	ine			NA			NA		1998
Augusta County															
	0.10	110	N	From:		Rockbridge County	Line			NA			0	N	1998
(602)				To:		07-602; 07-681									
Rockbridge County				From:		81-608		ı							
(603)	8.05	260	R	<u> </u>		01-000				NA			NA		07/12/200
				To: From:		81-605									
603	3.45	70	R	To:		3.45 ME 81-60	5			NA			NA		1998
						3.43 IVIE 61-00	ر								

					Rock	kbridge Maint										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:				/	u				. 23101			
(603)	2.35	47	R	1 TOIL.		3.45 ME 81	1-605				NA			NA		07/12/2001
				To:		Nelson Coun	ty Line									
\bigcirc	0.04	47	_	From:		81-606)				NIA			NIA		4000
(604)	0.01	47	R								NA			NA		1998
604)	0.11	70	R	From:		0.01 MN 8	1-606				NA			NA		08/20/2001
(604)	0.11			To:		81-720)									00/20/2001
604)	1.50	20	R	From:		81-720	,				NA			NA		08/20/2001
				To:		Augusta Cour	ty Line									
\bigcirc	0.00	20	-	From:		Amherst Cour	nty Line				NIA			NIA		07/40/0004
605)	2.30	30	R	To:		81-603	;				NA			NA		07/12/2001
				From:		SR 252										
606)	1.01	350	R	<u> </u>							NA			NA		1998
				To: From:		81-604	ļ		-							
606	2.38	410	R								NA			NA		08/20/2001
				To: From:		81-613										
606	1.42	760	G	93%	0%	4% 19	% 1	%	0%	F	0.103	F	0.589	770	G	2002
				From:	201	RAMP TO		0.1						4=000		
606	0.10	17000	G	93%	0%	4% 19		%	0%	F	0.065	F	0.505	17000	G	2002
	1.41	1500	G	From: 93%	0%	81-706 4% 19		%	0%	С	0.083	F	0.569	1600	G	2002
606	1.41	1500	G	70:	0 /0	US 11		/0	076	C	0.003	•	0.509	1000	G	2002
				From:		ECL BUENA			Ī							
(607)	4.62	40	R	_							NA			NA		07/12/2001
				To:		Amherst Cour										
600	1.82	60	R	From:		Botetourt Cou	nty Line				NA			NA		07/26/2001
608)	1.02	00		To:		1 02 101 0	E CI				INA			14/3		01/20/2001
608)	0.34	90	R	From:		1.82 MN O	F CL				NA			NA		07/26/2001
000)				To:		81-708	2									
(608)	2.00	120	R	From:		01 700	,				NA			NA		1998
				To: From:		SR 130 SO										
(608)	2.09	300	R			SR 130 NO	KIH				NA			NA		07/16/2001
				To:		81-688	}									
(608)	0.47	910	G	93%	1%	2% 5%		%	0%	F	0.097	F	0.646	920	G	2002
				To: From:		81-684 SO	UTH		-							
(608)	3.54	560	G	93%	1%	2% 5%	% 0	%	0%	F	0.122	F	0.529	570	G	2002
				To: From:		81-680										
608)	1.63	890	G	93%	1%	2% 5%	% 0	%	0%	F	0.199	F	0.534	900	G	2002
	4.07	4000		From:	40/	81-698		0/	-00/		0.400		0.007	1000		
608)	1.67	1300	G	93%	1%	2% 5%		%	0%	F	0.106	F	0.627	1300	G	2002
(000)	2.31	1700	G	From: 93%	1%	81-699 SO 2% 59		%	0%	F	0.091	F	0.536	1700	G	2002
608	2.01	1700	G	To:	1 /0	US 60 WI		70	070	'	0.031		0.550	1700	O	2002
\bigcirc	0.00			From:		US 60 EA	AST									1000
608	2.00	390	R	To:		81-703 Gap T	erminus		j		NA			NA		1998
				From:		Dead End; Gap		S								
(608)	0.92	40	R	To:		0.023.015	. J.P. 1				NA			NA		07/12/2001
				From:		0.92 MN De 0.92 MN OF D										
(608)	0.18	110	R								NA			NA		07/12/2001
				To:		81-631										

					1100		Tr				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		= 3+Axle			\cap	Hour	QK	Factor	AAWDT	QW	Year
Rockbridge County				From:			81-631									
608	1.62	1500	R								NA			NA		1998
608)	1.46	1200	R	To: From:		GW NA	TL FOR B	BNDY			NA			NA		07/12/2001
				To: From:			81-820									
608)	3.02	770	R	_						Ī	NA			NA		1998
608)	3.29	370	R	From:			81-714				NA			NA		07/12/2001
				To: From:			81-709									
608	4.06	270	R	To:		SR	56 SOUTI	Н			NA			NA		1998
608	0.31	470	G	93%	1%	SR 2%	56 NORTI 5%	H 0%	0%	С	0.111	F	0.56	470	G	2002
608				To:			ounty Line		0,0							
600	1.90	70	R	From:		Boteto	urt County	Line			NA			NA		07/30/2001
609				To: From:		FR-55	; Gap Term	ninus								
609	0.89	170	G	93% Tn:	1%	2% 81	1% -692 EAST	2%	0%	С	0.134	F	0.6	180	G	2002
	0.69	120	R	From:			692 NORT				NA			NA		1998
609	0.09	120		To:			81-691				INA			INA		1990
609	1.81	180	R	From:						i İ	NA			NA		07/30/2001
				From:		Boteto	81-690 urt County	Line								
610	0.03	110	R							<u>.</u> I	NA			NA		07/30/2001
610	2.85	100	R	To: From:			81-694				NA			NA		07/30/2001
				To: From:			81-692									
610	3.08	110	G	94%	1%	4%	0%	2%	0%	F	0.118	F	0.556	110	G	2002
610	2.86	130	G	From: 94%	1%	4%	81-690 0%	2%	0%	С	0.141	F	0.579	130	G	2002
				To: From:			81-682									
610	2.14	220	G	94%	1%	4%	0%	2%	0%	F I	0.112	F	0.58	220	G	2002
(610)	1.30	250	G	94%	1%	4%	81-678 0 %	2%	0%	F	0.121	F	0.623	250	G	2002
	0.04	450		From:	40/	40/	81-753	00/	00/		0.000		0.74	400		0000
<u>(610)</u>	0.91	450	G	94% To:	1%	4%	0% 81-764	2%	0%	F	0.093	F	0.71	460	G	2002
	2.10	260	R	From:		Boteto	urt County	Line			NA			NA		1998
611)	2.10	260	ĸ	To:			81-738				INA			INA		1996
(611)	1.40	200	R	From:			01 730		J	l	NA			NA		08/02/2001
	5.41	180	R	From:			81-661				NA			NA		1998
<u>(611)</u>	J.+1			To:			81-612									
(612)	2.04	40	R	From:		Boteto	urt County	Line			NA			NA		08/06/2001
012)	2.07		11	To:			MN OF C				11/7			INA		35/35/2001
(612)	0.66	50	R	From:		2.05	MN OF C	L			NA			NA		1998
				From:			81-807									
612	1.60	100	R	To:			81-662		1		NA			NA		08/06/2001

				47"		Tr	uck		- 00	Peak	014	Dir	A AVA/DT	0144	
Route	Length	AADT	QA	4 I ire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Rockbridge County				From:		81-662									
(612)	1.50	230	R							NA			NA		1998
612)	3.88	520	G	From: 95%	0%	81-667 3% 2%	0%	0%	С	0.114	F	0.632	520	G	2002
				To:		SR 251									
612)	1.03	920	G	94%	1%	81-710 2% 2%	1%	0%	С	0.096	F	0.621	930	G	2002
613)				To:	.,,	81-724	.,,	- 1		0.000	•	0.02			
613)	2.70	530	R	FIOII.						NA			NA		1998
	0.90	320	R	From:		81-917				NA			NIA		00/05/200
613	0.90	320	ĸ	To:		81-606				NA			NA		09/05/200
				From:		Dead End									
614)	3.10	20	R	To:		SR 42 SOUTH	ī			NA			NA		08/20/200
\bigcirc				From:		SR 42 NORTH									
614)	1.22	270	R	To:		81-601				NA			NA		08/20/200
				From:		Dead End									
615)	1.40	30	R	Tar		CD 42 COLUE	T			NA			NA		08/20/200
				From:		SR 42 SOUTH SR 42 NORTH									
615)	3.00	30	R	To:		81-601				NA			NA		08/20/200
				From:		SR 42									
616)	1.00	80	R							NA			NA		08/23/200
				To: From:		Dead End									
(617)	0.20	10	R	r toni.		Dead End				NA			NA		08/20/200
<u> </u>				To:		81-601									
(618)	0.40	4	R	From:		81-780				NA			NA		08/09/200
(618)	0.40			To:		Dead End				1471			147 (00/00/200
\bigcirc	0.40		_	From:		81-729									00/00/000
619	0.12	6	R	To:		Dead End				NA			NA		08/23/200
				From:		81-726									
620	3.35	70	R							NA			NA		1998
(20)	0.20	30	R	From:		81-725 SOUTI	I			NA			NA		08/20/200
(620)	0.20			To:		81-725 NORTI	1			1471			147 (00/20/200
620	0.40	40	R	From:						NA			NA		08/20/200
				To: From:		Augusta County I	Line								
621)	0.30	20	R	rioii.		Dead End				NA			NA		08/13/200
021)				To: From:		81-623 WEST									
621)	0.30	120	R	<u> </u>		81-623 EAST				NA			NA		1998
				To-		81-602									
(622)	0.52	230	R	From:		81-627				NA			NA		08/16/200
622	0.52	200	١١.	To		81-626				11/7			IVA		33, 10,200
622	0.60	30	R	From:		01-020				NA	_		NA	_	08/13/200
				To- From:		81-741									
622	0.80	70	R	To:		81-623 NORTI	1	1		NA			NA		08/13/2001
						01-023 NOKII									

Rock Length AADT OA 4Tire Bus 2Axie 31-Axie 1Trail 2Trail OC Hour OK Factor AAVID OW Year						Roc	kbridge Mainter		ea		- ·		D:			
	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
1.60 340 G 96% 0% 1% 3% 0% 0% 0% 0% 0% 0% 0	Rockbridge County				From:								. 2000			
SE-02 1,56 60 R	622)	1.60	340	G		0%			0%	С	0.103	F	0.526	350	G	2002
Second		2.10	7		To: From:		81-624		-		NΙΛ			NΙΛ		09/12/2001
1.56 80 R	622)	2.19		ĸ	To:						INA			INA		00/13/2001
SSR 39	622)	1.56	60	R	From:		81-602 SOUT	H			NA			NA		08/16/2001
SI-728					From:		SR 39									
	(622)	0.20	190	R	т		04.500				NA			NA		1998
	(622)	0.69	100	R	From:		81-/28				NA			NA		08/16/2001
		1.10			To: From:		0.69 ME 81-7	28								00/40/0004
SI SI SI SI SI SI SI SI	(622)	1.40	47	R	To		2.00 ME 81.7	20			NA			NA		08/16/2001
SI-762 SI-622 SOUTH	(622)	0.41	150	R	From:			20			NA			NA		08/16/2001
1.06 820 G 91% 0% 4% 2% 2% 0% C 0.129 F 0.667 840 G 2002																
	(623)	1.06	820	G	<u> </u>	0%		2%	0%	С	0.129	F	0.667	840	G	2002
					To: From:		81-622 SOUT	Ή								
1.00 200 R	(623)	0.38	320	R	To:		91 (22 NODE	77			NA			NA		1998
1.89 50 R	(623)	1.00	200	R	From:		61-022 NOK	п			NA			NA		08/16/2001
		4.00		_	From:		1.00 MN 81-6	22			NIA			NIA.		00/40/0004
	(623)	1.89	50	К	Tar		81 621 FAS	Γ			NA			NA		08/16/2001
	(623)	0.20	100	R	From:		01-021 EAS				NA			NA		08/13/2001
Second S		0.60	60		From:		0.20 MN 81-6	21			NIA			NIA		00/12/2001
623 0.60 40 R NA NA NA 0.8/13/20/1 623 0.50 80 R NA NA NA NA 1998 624 0.60 40 R NA NA NA NA NA 0.8/13/20/1 624 0.20 10 R NA NA NA NA 1998 624 0.65 30 R NA NA NA NA 0.8/13/20/1 624 0.65 30 R NA NA NA NA 1998 624 0.05 20 R NA NA NA NA 1998 624 2.15 20 R NA NA NA NA 1998 624 2.15 20 R NA NA NA NA 08/13/20/1 624 0.90 270 G 92% 3% 1% 4% 0% 0% 0% C 0.114 F 0.6 280 G 2002 625 0.25 320 R </td <td>(623)</td> <td>0.60</td> <td></td> <td>ĸ</td> <td>To:</td> <td></td> <td>81-621 WES</td> <td>Γ</td> <td></td> <td></td> <td>INA</td> <td></td> <td></td> <td>INA</td> <td></td> <td>06/13/2001</td>	(623)	0.60		ĸ	To:		81-621 WES	Γ			INA			INA		06/13/2001
Column C	(623)	0.60	40	R	From:		01 021 1120	•			NA			NA		08/13/2001
SR 39		0.50	80	R	To: From:		0.60 MN 81-6	21			ΝΔ			NΔ		1008
C24 0.60 40 R	(623)	0.50			To:		SR 39				IVA			14/4		1330
Column C		0.60	40	ь	From:		81-631				NΙΛ			NIA		09/13/3001
624 0.20 10 R NA NA 1998 624 0.65 30 R 0.80 MN 81-631 NA NA NA 08/13/200 624 0.05 20 R NA NA NA NA 1998 624 2.15 20 R 81-625 EAST NA NA NA NA 08/13/200 624 2.15 20 R 81-625 WEST NA NA NA 08/13/200 624 0.90 270 G 92% 3% 19/6 49/6 09/6 09/6 09/6 00/6 00/6 00/6 00/6 0	(624)	0.00	40	Α.	To:		0.60 MN 81-6	31			INA			INA		00/13/2001
Columbia (624)	0.20	10	R	From:		0.00 1/11 01 0	31			NA			NA		1998	
Columbia		0.65	30	P	To: From:		0.80 MN 81-6	31			NΔ			NΑ		08/13/2001
624 0.05 20 R	(624)	0.03	30	K	To:		1.45 MN 81-6	31			INA			INA		00/13/2001
624) 2.15 20 R NA NA 08/13/200 624) 0.90 270 G 92% 3% 1% 4% 0% 0% C 0.114 F 0.6 280 G 2002 625) 0.25 320 R NA NA NA 1998 625) 1.10 210 R NA NA NA 1998	624)	0.05	20	R	rrom:						NA			NA		1998
624 0.90 270 G 92% 3% 1% 4% 0% 0% C 0.114 F 0.6 280 G 2002 From: 81-621 NA NA NA 1998 625 1.10 210 R 81-624 WEST NA NA NA NA 1998					From:											
624 0.90 270 G 92% 3% 1% 4% 0% 0% C 0.114 F 0.6 280 G 2002 To	(624)	2.15	20	R	т		01.622				NA			NA		08/13/2001
625 0.25 320 R 81-631 NA NA 1998 625 1.10 210 R NA NA 08/13/200 625 1.30 120 R NA NA 1998	(624)	0.90	270	G	From: 92%	3%		0%	0%	С	0.114	F	0.6	280	G	2002
625 0.25 320 R NA NA 1998 625 1.10 210 R NA NA 08/13/200 625 1.30 120 R NA NA 1998																
625) 1.10 210 R NA NA 08/13/200 625) 1.30 120 R NA NA 1998	(625)	0.25	320	R	rioin:		81-631				NA			NA		1998
(625) 1.30 120 R NA NA 1998					To: From:		81-624 WES	Γ	-							
(625) 1.30 120 R NA NA 1998	(625)	1.10	210	R			0.4.52.				NA			NA		08/13/2001
To: 81-602		1.30	120	R	From:		81-624 EAS	ľ			NA			NA		1998
					To:		81-602									

					Rock	bridge Mainte								
Route	Length	AADT	QA	4Tire	Bus		「ruck le 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:			1				. 25101			
626	0.60	200	R			81-622			NA			NA		08/16/2001
				To: From:		0.60 MN 81-	622							
626	0.80	70	R						NA			NA		08/16/2001
	1.00	40	R	From:		81-755	-		NA			NA		08/13/2001
626	1.00	40	K	To:		Dead End			INA			INA		00/13/2001
_				From:		81-850								
627	0.10	450	R						NA			NA		1998
	0.86	490	R	From:		81-638			NA			NA		08/16/2001
627	0.00	430	K	To:		81-622	L		INA			INA		00/10/2001
627)	1.29	130	R	From:		81-022			NA			NA		08/13/2001
				To: From:		81-628]-							
627	0.70	30	R	Troin.			_		NA			NA		08/16/2001
				To: From:		81-755								
627)	0.80	20	R	To:		Dead End	1		NA			NA		08/13/2001
				From:		81-627								
628)	0.80	70	R				-		NA			NA		08/16/2001
				To:		Dead End								
600	0.40	30	R	From:		Dead End			NA			NA		08/09/2001
629	0.40	30	K	To		01 021			INA			INA		00/09/2001
629	1.70	120	R	From:		81-821			NA			NA		08/09/2001
				To: From:		81-850								
629	1.40	46	R	From:					NA			NA		08/09/2001
				To: From:		1.40 ME 81-8	850							
629	0.73	20	R						NA			NA		08/09/2001
	0.74	40		To: From:		2.13 ME 81-8	850		NI A			NIA.		00/00/0004
629	0.71	40	R	_					NA			NA		08/09/2001
(629)	1.21	50	R	From:		2.84 ME 81-8	850		NA			NA		08/09/2001
(029)				To:		4.05 ME 81-8	850							
629	0.95	80	R	From:		1.03 1412 01 0	550		NA			NA		08/09/2001
				To:		5.00 ME 81-8	850							
	0.40	70		From:		Dead End			NIA			NIA		4000
630	0.19	70	R	To:		US 11			NA			NA		1998
				From:		Dead End								
631)	0.80	20	R	-			<u>.</u>		NA			NA		08/13/2001
				To: From:		81-634	-							
631)	0.11	20	R						NA			NA		08/13/2001
	0.52	400		To: From:		0.11 ME 81-0	634		NIA			NIA		00/12/2001
631)	0.53	100	R	т		01 (22 ***			NA			NA		08/13/2001
631)	0.76	20	R	From:		81-638 WES	51		NA			NA		08/13/2001
001)				Tax		81-638 EAS	st l							
631)	0.71	80	R	From:		01 030 LAG	-		NA			NA		08/13/2001
				To: From:		0.71 ME 81-	638							
631)	0.17	120	R	_T					NA			NA		1998
				To:		81-850 Gap Ter	minus							

					Roc	kbridge Mainte	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		US 60 Gap Terr	minue	1							
631)	0.77	480	G	91%	1%	2% 5%		0%	F	0.107	F	0.5	480	G	2002
631)	3.23	170	G	From: 91%	1%	81-751 2% 5%	1%	0%	F	0.106	F	0.6	170	G	2002
631)	2.40	710	G	From: 91%	1%	81-664 2% 5%	1%	0%	F	0.094	F	0.532	720	G	2002
				To: From:		US 11									
631)	1.73	710	N	91%	1%	2% 5%	1%	0%	N	0.094	N	0.532	720	N	2002
631)	0.59	1700	G	91%	1%	81-705 2% 5%	1%	0%	F	0.092	F	0.645	1800	G	2002
631)	2.02	1300	G	From: 91%	1%	81-703 EAS 2% 5%		0%	F	0.096	F	0.709	1300	G	2002
631)	0.71	2100	G	From: 91%	1%	81-608 2% 5%	1%	0%	F	0.093	F	0.569	2200	G	2002
				To: From:		81-704 WES		ŀ							
631)	2.15	2600	G	91% To:	1%	2% 5% NCL BUENA V		0%	С	0.094	F	0.622	2700	G	2002
	0.50			From:		Dead End				NIA			NIA		00/12/2001
632	0.50	5	R	To		81-638				NA			NA		08/13/2001
				From:		Bath County I	Line								
633	2.90	70	R							NA			NA		08/09/2001
633	1.35	50	R	From:		81-780				NA			NA		08/09/2001
	0.00			From:		1.35 ME 81-	780			NIA			NIA		4000
633	0.08	50	R	To:		81-850				NA			NA		1998
\bigcirc	0.00			From:		Dead End				NIA			NIA		00/40/0004
634)	0.30	1	R	To:		81-631				NA			NA		08/13/2001
				From:		Dead End									
635)	0.80	80	R							NA			NA		08/09/2001
635)	0.12	130	R	From:		81-718				NA			NA		08/13/2001
				From:		81-850									1000
635	0.10	290	R	To:		Dead End				NA			NA		1998
				From:		81-646									
636	0.40	1	R	To:		Dead End				NA			NA		08/09/2001
				From:		Dead End									
(637)	0.25	8	R							NA			NA		08/09/2001
				To-		81-646									
638)	0.80	50	R	From:		81-641				NA			NA		08/02/2001
	0.30	170	R	From:		81-639 SOU	ГН	•		NA			NA		08/02/2001
638)	0.30	170	r	To		81-639 NOR	тн			INA			INA		JUIUZIZUU I
638)	1.80	30	R	From:						NA			NA		08/16/2001
				To: From:	_	81-631 EAS 81-631 WES									
(638)	0.40	80	R	<u> </u>						NA			NA		1998
				To:		81-632									

					1 tookbridge Maintenance 7 trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Peak iil Hour	()K	AAWDT Q	W Year
Rockbridge County				From:	81-632				
638)	0.60	110	R		61-032	NA		NA	08/13/2001
				To: From:	81-850]			
638)	0.25	10	R			NA		NA	08/13/2001
	0.07	20	R	From:	81-627			NΙΔ	00/12/2001
638)	0.07	20	ĸ	To:	Dead End	¬ NA		NA	08/13/2001
				From:	Dead End				
639	0.90	80	R	т	04 (00 00)	NA		NA	08/02/2001
				From:	81-638 SOUTH 81-638 NORTH				
639	0.90	220	R			NA		NA	08/02/2001
				To: From:	US 60 WEST US 60 MID				
639	1.70	70	R			NA		NA	1998
				To:	US 60 EAST				
(240)	0.70	50	R	From:	US 60	_ NA		NA	08/02/2001
640	0.70			To:	US 60			14/1	00/02/2001
				From:	81-676				
641)	1.00	46	R			NA		NA	08/02/2001
	0.40			From:	1.00 MN 81-676				00/00/0004
641)	0.40	30	R	To:	81-672 SOUTH	NA		NA	08/02/2001
				From:	81-672 NORTH				
641)	1.40	70	R			NA_		NA	08/02/2001
	1.00	440		From:	81-644			NA	1000
641)	1.00	140	R		0.4	NA		INA	1998
641)	0.60	270	R	From:	81-643	NA		NA	08/02/2001
041)				To:	81-642	7			
(641)	1.60	290	R	From:	0.012	NA		NA	1998
				To: From:	81-673]			
(641)	1.40	460	R	т	110.00	NA NA		NA	08/02/2001
				To: From:	US 60				
(642)	0.80	110	R		Dead End	NA NA		NA	08/02/2001
				To:	81-641				
\bigcirc	2.05	40	_	From:	81-641			NI A	00/00/000
643)	0.25	40	R	To-	Dead End	NA T		NA	08/02/2001
				From:	81-612				
644)	0.50	120	R			NA		NA	1998
				From:	81-660				
644)	0.30	70	R			NA		NA	08/06/2001
	1.50			From:	81-659 SOUTH			NIA	00/00/0004
644)	1.50	60	R			NA		NA	08/06/2001
(644)	0.60	120	R	From:	81-659 NORTH	NA NA		NA	08/06/2001
644)	0.00			To:	SR 251 SOUTH			1 1/1	00,00,2001
<u></u> _	1.20	40	R	From:	SR 251 NORTH	NA		NA	08/06/2001
(644)	1.20	40	ĸ	To:	81-672 EAST			INA	00/00/2001
\bigcirc	, =-		_	From:	81-672 WEST				00/00/22
644)	1.70	50	R	To:	81-777	NA		NA	08/06/2001
				1	01-///	1			

					1100	Kulluye	Mannena	iiice Aie	,a							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:			81-777									
644)	0.90	6	R				01 777		J		NA			NA		08/06/200
	4.00			To: From:		Dead En	d; Gap Ten	minus		-	NIA.			NIA.		00/00/00
644)	1.00	80	R	To			81-641				NA			NA		08/02/20
				From:			SR 39									
645)	3.25	750	R	To			LIC 11			I	NA			NA		1998
				From:			US 11 81-770									
646)	1.55	320	G	94%	0%	3%	1%	1%	0%	С	0.107	F	0.781	320	G	2002
646) 646)	2.10	190	R	From:			81-651				NA			NA		08/09/20
<u> </u>	4.19	280	R	From:			81-647				NA			NA		1998
646)	4.13	200	K	To:			81-850				INA			INA		1990
				From:			81-646									
647)	0.20	70	R								NA			NA		08/09/20
647)	4.40		_	From:		81-6	548; 81-749)			NIA			NIA		00/00/00
647)	1.10	30	R	To:		Γ	Dead End				NA			NA		08/09/20
				From:			Dead End									
648)	0.50	10	R								NA			NA		08/09/20
				To:			547; 81-749)								
640	1.10	50	R	From:			81-646				NA			NA		08/13/20
649	1.10			To:		Γ	Dead End				1471			147.		00/10/20
				From:		Ι	Dead End									
650	0.70	49	R	To:		01.4	46 SOUTH	т			NA			NA		08/09/20
				From:			46 NORTI									
650	1.00	20	R	To		г	N 4 F 4			I	NA			NA		08/13/20
				From:			Dead End 81-646									
651)	0.50	90	R				01-040				NA			NA		08/09/20
				To: From:		0.50	MN 81-64	6								
651)	1.50	70	R							1	NA			NA		08/09/20
				To: From:			Dead End									
652	0.50	220	R				81-770				NA			NA		08/09/20
				To:		Ι	Dead End									
\bigcirc			_	From:		Γ	Dead End									0=100100
653)	0.06	40	R	To:			81-690			1	NA			NA		07/30/20
				From:			770 WEST									
654)	1.00	30	R	<u>. </u>							NA			NA		08/13/20
				To: From:			81-696									
654)	0.55	40	R							_	NA			NA		08/09/20
	4 4 5	40		To: From:		0.55	ME 81-69	6	_		NIA			NIA		00/00/00
654)	1.15	40	R	To		81-	770 EAST				NA			NA		08/09/20
				From:			Dead End									
655	1.79	80	R							-	NA			NA		08/09/20
				To: From:		1.79 N	ME Dead E	nd								
655	0.25	100	R	To-		2.043	Æ Das J.D	nd		1	NA			NA		1998
				***		2.04 N	ME Dead E	IIU								

					1100	KDHUQC	e iviairiteria	iloc Aic	·u							
Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		2.04	ME Dead E	nd	1							
655	0.76	160	R			2.01	WE Dead E	Id			NA			NA		08/09/200
_	0.70	150	R	To: From:			81-696				NA			NA		1998
655	0.70	130	IX	To:			81-656]		INA			INA		1990
655	1.60	270	R	From:							NA			NA		08/06/200
				To: From:			81-657 Dead End									
656	0.40	7	R	_							NA			NA		08/06/200
				To: From:			81-655 Dead End									
657)	0.25	40	R				Dead Elid				NA			NA		08/06/200
				To: From:		0.25	MN Dead E	nd								
657	1.70	140	R	To		1.05	MUD IF				NA			NA		08/06/200
657)	0.20	140	R	From:		1.95	MN Dead E	10			NA			NA		08/06/200
				From:	10/	101	81-655		20/							
657)	0.15	420	G	96%	1%	1%		0%	0%	С	0.108	F	0.617	420	G	2002
657)	1.00	40	R	From:			81-770				NA			NA		08/06/200
				To: From:		1.0	0 MN 81-77)								
657	0.70	20	R	To:			Dead End		1		NA			NA		08/06/200
				From:			81-770									
658)	0.30	40	R								NA			NA		1998
	0.40	10	R	To: From:		0.3	0 MN 81-770)			NA			NA		08/06/200
658	0.40			To:			Dead End				14/1					00/00/200
	2.60	40	_	From:			81-644				NIA			NIA		00/06/20/
659	2.60	40	R	To:			81-644				NA			NA		08/06/200
$\overline{}$			_	From:			Dead End									00/00/00
660	0.40	20	R	To:			81-644				NA			NA		08/06/200
				From:			81-611									
661)	0.10	100	R								NA			NA		08/02/200
(661)	0.45	100	R	From:		0.1	0 MN 81-61	-	•		NA			NA		08/02/200
				To: From:		0.5	5 MN 81-61	l								
661	0.25	100	R								NA			NA		08/02/200
<u>661</u>	1.50	60	R	From:			81-662				NA			NA		08/06/200
(001)				То:			Dead End									
	2.20	460	_	From:			81-661				NIA			NIA		1000
662	2.20	160	R	To:			81-612				NA			NA		1998
_			_	From:		US	501 SOUTH	[07/10/25
663	0.45	220	R	Tav			01 041				NA			NA		07/12/200
663	4.62	160	R	From:			81-841				NA			NA		1998
				To- From:		1.63 MN	I GW FOR E	NDY	ŀ							
663	1.56	310	R	To:		HC	501 NORTH	1			NA			NA		07/12/200
				1		US	JUI NUKII									

						T	uck		_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	a 1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Rockbridge County				From:		Dead End		Ī							
664	0.05	50	R							NA			NA		08/23/200
	0.71	50	R	To: From:		0.05 ME Dead I	End			NA			NA		08/23/200
664	0.71	50	ĸ	To		81-631				INA			INA		06/23/200
				From:		81-669									
665	0.05	60	R	_						NA			NA		08/02/200
665)	1.45	40	R	From:		0.05 MN 81-66	59			NA			NA		08/02/200
(003)				To:		Dead End									
	0.40	240	_	From:		81-670; 117-42	62			NIA			NIA		1000
(666)	0.40	340	R	To:		US 60				NA			NA		1998
				From:		Dead End									
667)	1.30	100	R	To:		81-612				NA			NA		08/06/200
				From:		SR 39 WEST	1								
(668)	0.24	60	R							NA			NA		1998
				To: From:		SR 39 EAST 81-670									
(669)	0.40	700	G	94%	1%	2% 3%	0%	0%	С	0.087	F	0.515	710	G	2002
				To: From:		US 60 WEST US 60 MID	,								
669	0.15	30	R	<u> </u>		C3 00 MID				NA			NA		08/02/200
				To: From:		0.15 ME US 6	0								
669	0.10	30	R							NA			NA		08/02/200
	0.15	3	R	From:		Dead End; Gap Ter	minus			NA			NA		1998
669				Tax		81-665									
669)	0.40	70	R	From:						NA			NA		08/02/200
				To: From:		US 60 EAST									
(670)	0.50	20	R	FIOII.		Dead End				NA			NA		08/02/200
				To: From:		SR 251 EAST									
670	3.50	120	R			SR 251 WES				NA			NA		08/02/200
				To: From:		81-674									
670	0.95	300	R	To:		81-672 EAST	,			NA			NA		1998
\sim				From:		81-672 WEST	[_						
670	1.10	530	G	96%	1%	3% 0%	0%	0%	С	0.105	F	0.533	530	G	2002
670	1.57	220	G	From: 96%	1%	81-669 3% 0%	0%	0%	F	0.093	F	0.533	220	G	2002
670				To:		WCL LEXINGT									
	0.50	400	_	From:		Dead End				NIA			NA		07/16/2004
671)	0.52	100	R	To:		81-786				NA			INA		07/16/2001
671)	0.30	140	R	From:		01-/00				NA			NA		07/16/200
				To: From:		0.30 MN 81-78	36								
671)	1.00	240	R							NA			NA		07/16/2001
	0.15	360	R	From:		81-735				NA			NA		1998
671)	0.10	300	.,	To:		0.15 MN 81-73	35			14/3			14/7		
671)	0.30	380	R	From:						NA			NA		07/16/2001
				To:		81-801									

					ROC	kbridge Mainten		a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		81-801		1							
671)	0.60	120	R							NA			NA		07/16/2001
	4.50			From:	221	81-701	40/								
671)	1.59	240	G	96%	0%	1% 2% SCL LEXINGT	1%	0%	С	0.124	F	0.6	250	G	2002
				From:		SR 251; 81-77		1							
672)	0.90	170	R							NA			NA		1998
	0.70	470		To: From:		81-644 SOUT	Н			NΙΔ			NIA		00/00/2004
672	0.70	170	R	To		81-644 NORT	ъ			NA			NA		08/09/2001
672	0.50	110	R	From:		81-044 NOK1	11			NA			NA		1998
				To: From:		81-641 SOUT	Н								
672	0.20	230	R							NA			NA		08/02/2001
	1.80	140	R	From:		81-641 NORT	Ή	-		NA			NA		1998
672	1.00	140		To:		81-676				14/-3			14/4		1000
672	1.90	310	R	From:		81-0/0				NA			NA		08/02/2001
				To: From:		81-670 WES	Γ	-							
672)	2.29	220	G	90%	0%	0% 9%	1%	0%	С	0.161	F	0.667	220	G	2002
				To: From:		WCL LEXING	ON								
(673)	0.90	46	R	rioni.		81-672				NA			NA		08/02/2001
(073)	0.00			To:		81-641									
_				From:		Dead End									
674)	0.15	20	R							NA			NA		08/02/2001
				To: From:		81-675									
674	1.50	80	R							NA			NA		08/12/2001
	0.10	20	R	From:		81-753		-		NA			NA		08/02/2001
674)	0.10	20	K	Tai		0.10.1.01.7	50	-		INA			INA		00/02/2001
674)	0.80	20	R	From:		0.10 MN 81-7	53			NA			NA		08/02/2001
074)	0.00			To:		SR 251 SOUT									
	1.30	310	R	From:		SR 251 NORT	Ή			NA			NA		09/02/2004
674)	1.50	310	K	Tai		01.607		-		INA			INA		08/02/2001
(674)	0.50	140	R	From:		81-687				NA			NA		1998
01.9				To:		0.50 MN 81-6	87	1							
(674)	0.89	80	R	From:			-	L.		NA			NA		08/02/2001
				To: From:		1.39 MN 81-6	87								
(674)	0.21	90	R							NA			NA		1998
				To:		81-670									
(675)	1.92	240	R	From:		Dead End				NA			NA		08/02/2001
(675)	1.02		• • •	To-		SR 251 NORT							10.		00/02/2001
	4.00	400		From:		SR 251 SOUT	Ή			NIA			NIA		1000
675)	1.20	100	R	To:		81-674				NA			NA		1998
				From:		SR 251		i							
(676)	0.50	140	R	1						NA			NA		08/02/2001
				To: From:		81-641									
(676)	0.40	100	R							NA			NA		1998
				From:		0.40 MN 81-6	41								
676)	1.20	80	R	To:		1 60 MM 101 6	41			NA			NA		08/02/2001
						1.60 MN 81-6	+1	J							

					Rockbridge Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:	1.60 MN 81-641							
(676)	0.50	60	R		1.00 WIN 81-041		NA			NA		1998
019				To:	81-672							
				From:	Dead End							
(677)	0.28	90	R				NA			NA		08/02/2001
				To: From:	81-612 NORTH							
(677)	1.89	600	R	Щ_	81-612 SOUTH		NA			NA		1998
(677)	1.00	000	•••	To:	SR 251					10,		1000
				From:	81-610							
678)	0.01	10	R				NA			NA		07/30/2001
				To:	0.01 ME 81-610							
678)	0.36	10	R	From:	0.01 MB 01 010		NA			NA		07/30/2001
019				To:	Dead End; Gap Terminus							
678)	1.00	100	R	From:	Deau Enu, Gap Terminus		NA			NA		07/16/2001
070				To:	100 M EDM D. TE T							
(0.70)	0.29	100	R	From:	1.00 M FRM Dead End		NA			NA		07/16/2001
678	0.25	100	1	_	1		IVA			IVA		07/10/2001
	0.21	100	R	From:	1.29 M FRM Dead End		NA			NA		07/16/2001
678)	0.21	100	K	To:	US 11		INA			INA		07/10/2001
T					00 11							
Town of Glasgow				From:	Dead End							
(679)	0.07	10	R	-			NA			NA		1998
				Tax	81-1115							
(679)	0.06	150	R	From:	0.11.10		NA			NA		07/16/2001
<u> </u>				To:	81-1105 NORTH							
			_	From:	81-1105 SOUTH							
(679)	0.07	380	R	To:	War at Lagow		NA			NA		1998
				10.	WCL GLASGOW							
Rockbridge County				From:	WCL GLASGOW							
(679)	3.12	580	R	<u> </u>	WCL GLASGOW		NA			NA		07/16/2001
019				To	91 709							
670	0.60	350	R	From:	81-608		NA			NA		1998
(679)	0.00	000		To:	81-680 SOUTH		14/1			14/ (1000
				From:	81-680 NORTH							
(679)	1.60	60	R				NA			NA		07/16/2001
				To: From:	1.60 MN 81-680							
679	0.29	110	R				NA			NA		1998
				To:	US 11							
				From:	US 11							
(680)	3.10	570	G	90%	1% 2% 2% 5% 0%	С	0.086	F	0.52	580	G	2002
				To:	81-608							
\bigcirc			_	From:	81-631							400=
(681)	0.79	340	R	To	D. IF I		NA			NA		1995
					Dead End							
	0.00	00	_	From:	81-610		NIA			NIA		4000
682	0.20	60	R				NA			NA		1998
	0.00			From:	0.20 ME 81-610		A 1 A			NI A		07/00/000 1
682	0.20	30	R	To:	Dood End		NA			NA		07/30/2001
					Dead End							
	4.00	20	В	From:	81-734		NI A			NIA		07/20/2004
683	1.29	20	R	P			NA			NA		07/30/2001
				To: From:	1.29 MN 81-734							0=1001001
683	0.21	30	R	Tar	01.710		NA			NA		07/30/2001
				To:	81-610							

					Roc	kbridge Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Glasgow				From:		Dead End		1							
684)	0.50	100	R			Dead End				NA			NA		1998
\bigcirc	0.40		_	From:	00/	SR 130	00/	40/		0.405		0.050	0000		0000
684	0.18	3600	G	92%	0%	2% 4%	2%	1%	С	0.105	F	0.650	3600	G	2002
	0.14	1900	G	From: 92%	0%	81-783 2% 4%	2%	1%	F	0.1	F	0.601	2000	G	2002
684)	0.14	1900	G	92 /0	0 70		2 /0	1 /0	'	0.1	•	0.001	2000	G	2002
	0.26	1100	G	92%	0%	81-1106 2% 4%	2%	1%	F	0.112	F	0.657	1100	G	2002
684)	0.20			To	0,0	81-1104			•	0.112	•	0.007	1100		2002
(684)	0.36	960	G	92%	0%	2% 4%	2%	1%	F	0.114	F	0.646	970	G	2002
004)				To:		WCL GLASGO									
Rockbridge County															
	1 02	970	G	From:	0%	WCL GLASGOV		10/	F	0.101	_	0.742	000	_	2002
(684)	1.83	870	G	92% To:	0%	2% 4% 81-608 WEST	2%	1%	Г	0.101	F	0.743	880	G	2002
				From:		81-608 SOUTH									
(684)	2.01	640	G	92%	0%	2% 4%	2%	1%	F	0.12	F	0.737	650	G	2002
				To: From:		US 11; FR-319)								
600	0.46	49	R	From:		Dead End				NA			NA		1998
686	0.40		1	т						IVA			IVA		1330
600	0.60	180	R	From:		81-743				NA			NA		07/16/2001
686	0.00	100		To:		91 (00				14/ (147.		0771072001
606	0.60	390	R	From:		81-690				NA			NA		1998
686	0.00	000		To		US 11									1000
				From:		81-674		1							
(687)	2.28	360	G	98%	0%	1% 1%	0%	0%	С	0.115	F	0.805	360	G	2002
				To:		WCL LEXINGTO	ON	ļ							
	0.00	450	_	From:		81-773				N 1.0			NIA		4000
688	0.08	150	R							NA			NA		1998
$\overline{}$	0.40	470	G	From	0%	81-772	00/	00/		0.007		0.047	400		2002
688	2.10	170	G	98% To:	0%	2% 0% 81-608	0%	0%	С	0.097	F	0.647	180	G	2002
				From:		81-743									
689	0.90	1800	R							NA			NA		1998
				To:		SR 130									
				From:		81-610									
690	1.92	230	R							NA			NA		07/30/2001
				From:		81-653									4000
690	0.61	490	R	To:		81-686		1		NA			NA		1998
				From:		Dead End		1							
691)	0.30	8	R			Dead Elid				NA			NA		07/30/2001
(031)				To:		81-610 NORTH									
	2.00	46		From:		81-610 SOUTH	[NIA			NIA		1000
691)	2.00	46	R	To:		81-609				NA			NA		1998
				From:		81-610		<u>_</u>							
692)	1.45	120	G	92%	2%	4% 1%	1%	0%	С	0.167	F	0.522	120	G	2002
				To		81-609 NORTH									
692)	0.06	190	G	92%	2%	4% 1%	1%	0%	F	0.123	F	0.571	200	G	2002
				To:		81-609 SOUTH									
692)	0.05	50	R	From:						NA			NA		1998
\bigcirc				To:		0.05 ME 81-609)								

					Rockbridge Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:	0.05 ME 81-609	i						
692)	0.04	6	R	<u> </u>	0.03 ML 81-009	1	NA			NA		07/30/200
				To-	Dead End							
\bigcirc				From:	Dead End							4000
693)	0.50	30	R	To:	81-610 WEST	1	NA			NA		1998
				From:	81-610 EAST							
693)	0.80	150	R				NA			NA		08/06/200
				From:	FR-231]						
693)	0.22	210	R	To:	FR-55	1	NA			NA		1998
				From:	Dead End	1						
694)	0.10	10	R		Deau Enu	J	NA			NA		07/30/200
001)				To:	81-610							
				From:	Dead End							
695	0.20	60	R	To:	01.600	1	NA			NA		07/16/200
				From:	81-608	1						
606	0.30	50	R	rioiii.	81-655	J	NA			NA		08/09/200
696	0.00			To:	81-654							00/00/20
				From:	Dead End							
697)	0.90	170	R				NA			NA		07/16/200
				To:	81-699							
	1.50	20	R	From:	81-700		NA			NA		07/16/20
698)	1.50	20	K	To:	81-608		INA			INA		07/10/200
				From:	US 60; FR-742	1						
699	3.90	490	G	96%	1% 3% 0% 0% 0%	C).101	F	0.731	500	G	2002
				To: From:	81-608 SOUTH							
699	1.20	100	R		81-608 NORTH	l	NA			NA		07/16/200
000)				To-	Dead End							
				From:	Dead End							
700)	0.70	50	R	To:		1	NA			NA		07/16/200
				From:	81-608 NORTH 81-608 SOUTH							
700	0.10	130	R			4	NA			NA		1998
<u></u>				To: From:	81-795]						
700	0.80	120	R				NA			NA		07/16/200
				To: From:	81-698]						
700	2.00	110	R				NA			NA		07/16/200
				From:	2.00 MN 81-698	}						
700	1.50	240	R	To:	81-699 SOUTH	1	NA			NA		07/16/200
				From:	81-699 NORTH							
700	0.49	190	R			1	NA			NA		07/16/200
				To:	Dead End							
701	0.15	60	R	From:	US 11		NA			NA		07/16/200
701)	0.10	00	11	To-	0.16 ME UO 11	1	· 1/\			INA		J17 10/200
701)	0.85	50	R	From:	0.15 ME US 11	ı	NA			NA		07/16/200
701)				To:	81-671	<u> </u>						
				From:	US 60							
702)	0.10	240	R			-	NA			NA		07/30/200
				To: From:	81-744	 						
702	0.02	590	R		F 15 1	1	NA			NA		07/30/200
				To:	Dead End							

					Roc	kbridge Mair	nenan	ce Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truc Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				r					1							
703)	0.26	40	R	From:		Dead	End				NA			NA		07/12/200
				To: From:		81-6	08									
703	0.40	310	R								NA			NA		1998
(703)	1.03	310	R	From:		0.40 MW	81-608				NA			NA		1998
703)				To:		81-6	31									
703)	3.70	180	R								NA			NA		1998
				To: From:		81-7		A .								
(704)	1.80	390	R			NCL BUEN	A VISI	A			NA			NA		07/12/200
				To:		81-631 N	ORTH									
	2.06	270	_	From:		81-6	31				NΙΔ			NIA		1000
705)	3.06	270	R	To:		81-7	2				NA			NA		1998
705)	1.60	130	R	From:		01-7	<i>J</i> 3				NA			NA		07/12/200
				To: From:		81-7	06		}							
705)	0.70	80	R	To:		- 1					NA			NA		07/12/2001
				From:		Dead 1										
706)	3.38	470	G	96%	1%		1%	1%	0%	F	0.101	F	0.532	470	G	2002
				To: From:		81-7	16									
706	1.72	410	G	96%	1%	2%	1%	1%	0%	F	0.098	F	0.582	420	G	2002
	4.40	470	_	From:		81-7	14				NI A			NIA.		07/40/0004
706	1.40	170	R	т							NA			NA		07/12/2001
(706)	1.30	100	R	From:		81-7	12				NA			NA		1998
706)				To: From:		81-7	10									
706)	0.60	340	R	rioin.					•		NA			NA		07/12/2001
				To: From:		81-711 N	ORTH		ŀ							4000
706	1.20	160	R	. –							NA			NA		1998
(706)	0.20	160	R	From:		81-7)9				NA			NA		07/12/200
(100)				To:		81-707 S	OUTH									
706)	1.10	180	R	From:							NA			NA		1998
				To: From:		81-707 N	ORTH									
706	1.40	190	R	_							NA			NA		07/12/2001
	0.15	740	G	From: 96%	1%	2% CS		1%	0%	С	0.103	F	0.575	750	G	2002
706	0.10			To: From:		81-79		. , ,			0.100		0.070			2002
706	1.70	830	G	96%	1%	2%		1%	0%	F	0.1	F	0.616	840	G	2002
$\overline{}$				To:		81-6										
(707)	1.09	170	R	From:		US	1				NA			NA		07/12/2001
707)	1.00			To:		81-706 S										J 12,200
707)	0.37	30	R	From:		81-706 N	ORTH				NA			NA		07/12/2001
101)				To:		Dead 1	End				•			•		
\bigcirc	2.55	400	_	From:		81-6	08				h ! A			h		07/00/000
708)	2.55	160	R	_x -			70				NA			NA		07/26/2001
	0.14	280	R	From:		81-7	/3				NA			NA		1998
708				To:		SR 1	30		1							

			_								Peak		Dir		- ·	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Hour	QK	Factor	AAWDT	QW	Year
Rockbridge County				From:		81	-706		j							
709	1.60	30	R								NA			NA		07/12/200
				To			-608									
	1.80	560	R	From:		SR	252				NA			NA		08/16/200
710	1.00	300	K								INA			INA		00/10/200
710	0.40	430	R	From:		81	-723				NA			NA		1998
710	0.10	.00		To:		81-717	NORTH									1000
\bigcirc	0.05	2400	•	From:	20/		SOUTH	40/	00/	_	0.445	_	0.500	2200	0	2002
710	0.95	2100	G	89%	2%	3%	5%	1%	0%	F	0.115	F	0.593	2200	G	2002
	0.41	3500	G	From: 89%	2%	3%	-613 5%	1%	0%	С	0.092	F	0.531	3600	G	2002
710	0.41	3300	G	To:	2 /0		NORTH	1 /0	0 /6	C	0.092		0.551	3000	G	2002
				From:			SOUTH									
710	1.67	380	R								NA			NA		09/05/200
_				From:		81	-822		-							
(710)	1.03	440	R	To:		91	-608				NA			NA		1998
				From:			S 11									
(711)	0.80	630	R			U.	5 11				NA			NA		07/12/200
				To:			SOUTH									
\bigcirc	0.50	00	_	From:		81-706	NORTH				NIA			NIA		07/40/000
711	0.50	80	R	To:		Dea	nd End				NA			NA		07/12/200
				From:			-602									
712	1.30	20	R	<u> </u>		01	-002				NA			NA		08/23/200
				To:		81-729	SOUTH		1.							
712)	0.25	60	R	From:		01 72)	500111				NA			NA		1998
				To:		81-729	NORTH									
712)	0.80	90	R	From:		01 /2/					NA			NA		08/23/200
				To: From:		0.80 M	E 81-729		1							
712	0.20	70	R	rioiii.							NA			NA		1998
				To: From:		81	-726		-							
712	0.40	220	R								NA			NA		08/20/200
				From:		SR	R 252		-							
(712)	2.20	210	G	96%	1%	2%	1%	0%	0%	F	0.11	F	0.565	210	G	2002
				To: From:			NORTH SOUTH									
712	1.67	420	G	96%	1%	2%	1%	0%	0%	С	0.111	F	0.578	420	G	2002
				To: From:			SOUTH									
712	1.10	250	R	Piolii.		USII	NORTH				NA			NA		07/12/200
712	1.10		••	To:		0.1	707									017 127200
712	0.40	80	R	From:		81	-706				NA			NA		07/12/200
(112)				To:		Dea	d End									
				From:		81	-714									
713)	1.40	40	R								NA			NA		07/09/200
				To-			-706									
	4.00	540	•	From:	00/		S 11	00/	00/	0	0.005	_	0.700	500	0	0000
714)	1.30	510	G	91% To:	2%	3% 81-706	4% SOUTH	0%	0%	С	0.095	F	0.726	520	G	2002
				From:			NORTH									
714)	0.60	130	R								NA			NA		07/09/200
				From:		81	-713		-							
714)	1.30	60	R								NA			NA		07/12/200
				To-		81	-608									

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		US 11									
(715)	1.24	60	R						Ī	NA			NA		07/12/200
(715)	0.40	130	R	From:		1.24 MN US	11			NA			NA		07/12/200
<u></u>				To		81-712									
	2.71	460		From:	10/	SR 39 2% 7%	0%	00/		0.001	F	0.600	460		2002
(716)	3.71	460	G	90% Ta-	1%	2% 7% US 11 NORT		0%	C	0.091	Г	0.682	460	G	2002
716)	3.20	460	G	90%	1%	US 11 SOUT 2% 7%	Н 0%	0%	F	0.094	F	0.511	470	G	2002
				To: From:		81-706									
716	1.94	290	G	90% To:	1%	2% 7% 81-608	0%	0%	F	0.13	F	0.552	300	G	2002
				From:		US 11									
717	0.07	100	R			05 11			ļ	NA			NA		08/16/200
	4.45			To: From:		0.07 MN US	11								00/40/000
717	1.45	45	R	To:		81-716 WES	T		ĺ	NA			NA		08/16/200
	0.00	450	_	From:		81-716 NOR				NIA			NIA		00/40/200
717)	0.02	150	R	To:		0.02 1.01.01	11.6		Ì	NA			NA		08/16/200
717)	2.38	80	R	From:		0.02 MN 81-7	16			NA			NA		08/16/200
				To: From:		2.40 MN 81-7	16								
717	0.10	80	R							NA			NA		1998
	0.10	240	G	From: 88%	2%	81-712 SOUT 2% 6%	TH 1%	0%	F	0.101	F	0.536	240	G	2002
717)	0.10	240	G	To	270			076		0.101	Г	0.556	240	G	2002
(717)	0.40	200	R	From:		81-712 NOR	п			NA			NA		1998
				To: From:		81-808									
717)	0.34	190	R						-	NA			NA		08/16/200
	1.66	300	R	From:		0.34 MN 81-8	808			NA			NA		1998
717)	1.00			To		81-710 SOUT	Ή			147 (147.		1000
(717)	0.30	1700	G	88%	2%	2% 6%	1%	0%	С	0.128	F	0.532	1700	G	2002
<u> </u>				From:		81-710 NOR			<u> </u>					_	
717)	2.10	880	G	88%	2%	2% 6%	1%	0%	F	0.17	F	0.589	900	G	2002
717)	0.70	110	R	From:		81-724 NOR	ГН			NA			NA		08/20/200
				To:		81-719									
(717)	1.50	60	R	riom.						NA			NA		08/20/200
	0.00	20		From:		81-721			-	NIA			NIA		00/00/000
(717)	0.90	30	R	To:		SR 252				NA			NA		08/20/200
				From:		Dead End									
718)	0.07	8	R	To:		81-635			Ì	NA			NA		08/09/2001
				From:		81-033									
(719)	1.30	120	R							NA			NA		08/20/200
				To: From:		81-613									
720	0.50	40	R			81-604				NA			NA		08/20/200
				To		Dead End									
724	0.90	30	R	From:		81-717				NA			NA		08/20/200
721)	0.90	30	r.	To:		81-606				INA			INA		001201200

					11001	kbridge Maintenar	ice Ale	а								
Route	Length	AADT	QA	4Tire	Bus	True			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
Rockbridge County				From:		SR 252		Ī								
(722)	0.80	40	R			511 252				NA			NA		08/20/200	
				To		81-726										
\bigcirc				From:		81-710										
723	0.40	20	R	To		81-717		1		NA			NA		08/16/200	
				From:		Dead End										
724)	1.55	40	R			Dead End				NA			NA		08/23/200	
				To:		81-602 NORTH										
	1.90	110	R	From:		81-602 SOUTH				NA			NA		1998	
724)	1.50	110	IX.	т		04 5 04 WW.000				INA			INA		1990	
(724)	0.30	200	R	From:		81-731 WEST				NA			NA		08/23/200	
724	0.00		•••	To:		01 721 FACT		1							00/20/200	
724)	2.37	290	G	From: 91%	2%	81-731 EAST 3% 3%	1%	0%	F	0.113	F	0.52	290	G	2002	
(724)				To:		SR 252 SOUTH	.,,		-	******	-					
	0.40	050	•	From:	00/	SR 252 NORTH	40/	00/	0	0.000	_	0.0	050	0	2002	
724	2.10	350	G	91% To:	2%	3% 3% 81-717 NORTH	1%	0%	С	0.098	F	0.6	350	G	2002	
				From:		81-717 SOUTH										
724	0.85	170	R							NA			NA		08/20/200	
				To: From:		0.85 ME 81-717 S	}									
724)	0.35	220	R	. —						NA			NA		1998	
				To:		81-613										
	1.50	20	R	From:		81-602				NA			NA		08/23/200	
725	1.50	20	K	To		81-620 NORTH				INA			INA		00/23/200	
(725)				From:		81-620 SOUTH										
	1.20	10	R	To:		GD 252		1		NA			NA		08/20/200	
				From:		SR 252		J								
726	1.20	110	R	riom.		81-712				NA			NA		1998	
726	0			To		91 720 COLUTIA										
726	0.40	60	60 R	From:		81-729 SOUTH				NA			NA		08/23/2001	
(720)				To:		81-729 NORTH										
(726)	1.80	40	R	From:		01-72) NORTH				NA			NA		08/23/2001	
(129)				To:		81-730										
(726)	0.05	70	70 R	From:		01 750				NA			NA		08/23/200	
				To: From:		0.05 MN 81-730		1								
726	0.05	70	R	From:						NA			NA		08/23/200	
$\bigcup_{i=1}^{n}$				To: From:		81-724 WEST										
(726)	1.30	20	R			81-724 EAST				NA			NA		08/23/200	
726				To:		81-722									00/20/200	
726	0.30	70	R	From:		81-722				NA			NA		08/20/200	
(129)				To:		81-620										
(726)	0.80	100	R	From:		01 020				NA			NA		1998	
				To		0.80 MN 81-620										
(726)	0.10	110	R	From:						NA			NA		08/20/200	
120				To: From:	_	SR 252 WEST										
	1.90	40	R	riom.		SR 252 EAST				NA			NA		08/20/200	
(726)	1.00			To:		Augusta County Li	ne			. 4/ 1						
				From:		81-602										
(727)	1.20	30	R							NA			NA		08/13/200	
				To:		Dead End; Gap Term	inus									

					Rockbridge Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC CK	$\Delta \Delta WUIII (1)$	N Year
Rockbridge County				From:	Dead End; Gap Terminus			
(727)	0.80	20	R		Dead End, Gap Terminus	NA	NA	08/16/200
(727)				To:	SR 39 NORTH			
\bigcirc				From:	SR 39 SOUTH			00/07/000
727)	2.70	60	R			NA	NA	09/05/200
				To: From:	81-716			
727)	1.20	90	R			NA	NA	08/16/2001
				From:	1.20 MN 81-716			
727	0.10	90	R	. —		NA	NA	08/16/200
				From:	81-712 WEST 81-712 EAST			
(727)	1.20	20	R	<u> </u>	01 /12 E/101	NA NA	NA	08/16/200°
				To:	SR 252			
				From:	81-622			
728	1.20	60	R			NA	NA	08/16/200
				To:	81-645			
_				From:	SR 39		-	
729	1.15	120	R			NA	NA	08/23/2001
				To: From:	81-712 WEST			
(720)	1.70	20	R	<u> </u>	81-712 EAST	NA	NA	08/23/2001
729	1 0		•••	To:	81-726 NORTH		10.	00/20/200
				From:	81-726 SOUTH			
729	3.20	130	R			NA	NA	08/20/2001
				To:	81-724			
730	0.00	_	_	From:	81-731			00/00/000
	0.90	7	R	To:	91 726	NA I	NA	08/23/2001
					81-726			
\bigcirc	0.07	40	R	From:	81-602 SOUTH	l NA	NA	08/23/2001
731)	0.07	40	K			INA	NA.	00/23/200
	0.50	20	_	From:	0.07 MN 81-602	NIA	NIA.	00/00/000
731)	2.50	30	R			NA	NA	08/23/2001
				From:	81-730			
731)	0.20	20	R	To:	91 724 FACT	NA I	NA	08/23/2001
				From:	81-724 EAST 81-724 WEST			
731)	1.70	130	R			NA	NA	1998
				To:	1.70 MN 81-724			
(731)	3.00	40	R	From:	1.70 MIX 01 721	NA	NA	08/23/2001
(731)				To:	81-602 NORTH			
				From:	Dead End			
732	0.52	60	R			NA	NA	08/20/2001
				To:	0.52 ME Dead End			
732)	0.61	110	R	From:	V.OB FIELD DOCK DING	NA	NA	1998
				To:	SR 39 WEST			
(732)	0.16	30	R	From:	3K 37 WEST	NA	NA	08/20/2001
732				Tai	01.602	 I		
722	0.09	30	R	From:	81-602	NA	NA	08/20/2001
732 0.	0.00	00	• • • • • • • • • • • • • • • • • • • •	To-	SR 39 EAST		101	00/20/200
				From:	81-631			
733)	0.50	260	R	ш	0. 03.	NA NA	NA	1998
(733)				To	CW NATE FOR DAIDY	<u> </u>		
	0.15	120	R	From:	GW NATL FOR BNDY	NA	NA	07/12/2001
733	0.10	120			0.451 == =====	1. V /7.	ING	511121200
	0.25	40	P	From:	0.15 ME OF BNDY	NIA	NA	07/40/0004
733	0.35	40	R	To:	Dead End	NA I	INA	07/12/2001
					Dead Ellu			

					**				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT (QW Year
Rockbridge County				From:	81-610				
734)	0.10	30	R			NA		NA	07/30/200
				To: From:	0.10 ME 81-610				
734)	1.10	46	R			NA		NA	07/30/200
	1.90	130	R	From:	81-683	NIA		NIA	07/20/200
734)	1.90	130	K	To:	US 11	NA 		NA	07/30/200
				From:	Dead End				
735)	0.80	70	R			NA		NA	1998
				From:	81-671				
735)	0.40	120	R	To:	81-699	NA		NA	07/16/200
				From:	Dead End				
736	0.70	60	R		Dead End	NA		NA	08/13/200
				To:	81-602				
\sim				From:	US 11				
737)	0.30	30	R	To:	US 11	NA I		NA	07/30/200
				From:	81-611				
738	0.40	40	R	<u> </u>	61-611	NA		NA	08/02/200
				To:	Dead End				
				From:	Dead End				0=1101000
	0.60	140	R	To:	US 11	NA		NA	07/16/200
				From:	81-850				
	0.20	4	R	<u> </u>	61-650	NA		NA	08/09/200
				To:	Dead End				
				From:	81-622				
	0.40	50	R	To:	Dead End	NA I		NA	08/13/200
				From:	Dead End				
742)	0.10	40	R	<u> </u>	Dead End	NA		NA	08/30/200
				To:	SR 39				
\bigcirc	0.00		-	From:	US 11 WEST	NIA.		NIA	07/40/000
743	0.60	20	R			NA		NA	07/16/200
	0.02	1500	R	From:	81-689	NA		NA	1998
743	0.02	1300	IX.	Tai	HO 11 FACE	I INC		INA	1990
(743)	0.85	280	R	From:	US 11 EAST	NA		NA	07/16/200
(140)				То:	81-686				
				From:	81-702				
(744)	0.89	410	R			NA		NA	1998
				To: From:	0.89 ME 81-702	<u> </u>			
744	0.71	60	R	То:	Dead End	NA I		NA	1998
				From:	81-608				
745)	0.46	2200	G	95%	0% 1% 2% 2% 1%	C 0.104	F 0.625	2300	G 2002
				To:	WCL BUENA VISTA				
Town of Goshen				From:	an 20				
746	0.40	60	R		SR 39	l NA		NA	1995
	0.10			To:	Dead End				
		·		From:	SR 39				
(747)	0.17	300	R			NA		NA	1998
				To-	81-748				

					Rock	bridge Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Goshen				From:		81-748	1							
(747)	0.21	30	R			01 7 10			NA			NA		08/23/200
				To:		Dead End								
\bigcirc	0.00	000	_	From:		SR 39			NIA			NIA		4000
748	0.06	330	R						NA			NA		1998
<u></u>	0.37	46	R	From:		81-791			NA			NA		08/23/200
748	0.57	40	IX.	Tai		0.253.01.01.501			INA			INA		00/23/200
748	0.16	46	R	From:		0.37 MN 81-791			NA			NA		08/23/200
740				To:		81-747								
Rockbridge County														
	0.80	20	R	From:		81-647; 81-648			NIA			NA		08/09/200
749	0.60	20	K	To:		Dead End			NA			INA		06/09/200
				From:		Dead End								
750	0.10	40	R						NA			NA		1995
				To: From:		SR 39	-							
750	0.30	160	R						NA			NA		1998
				To: From:		81-1015								
750)	0.30	60	R	To:		01.645			NA			NA		08/16/20
				From:		81-645								
751)	0.17	70	R	r toni.		Dead End			NA			NA		08/13/20
	• • • • • • • • • • • • • • • • • • • •			To:		81-631								00/10/20
				From:		81-681								
752	0.48	130	R						NA			NA		1995
				To:		US 11								
	1.10	120	R	From:		81-674			NA			NA		1998
753	1.10	120	• • • • • • • • • • • • • • • • • • • •	To:		81-610			147 (1471		1000
				From:		81-716 SOUTH								
754)	0.44	70	R						NA			NA		07/12/20
<u> </u>				From:		0.44 ME 81-716								
754)	0.36	20	R	т		01.51(NOD5)			NA			NA		07/12/20
				To: From:		81-716 NORTH								
755	0.80	8	R	r toni.		81-627			NA			NA		08/13/20
733)	0.00			To:		81-626								
				From:		Dead End								
756	0.08	40	R						NA			NA		1998
				To:		81-752								
757	0.60	790	R	From:		81-631			NA			NA		07/12/200
757	0.00		• • • • • • • • • • • • • • • • • • • •	To:		CWNATI EOD DNDV								011121200
757	1.89	340	R	From:		GW NATL FOR BNDY			NA			NA		1998
		-		To:		1.89 MN OF BNDY	<u> </u>							
(757) (757)	1.11	220	R	From:		LOVERT OF BRIDE			NA			NA		1995
				To:		81-820								
758)			_	From:		Dead End								
	0.20	20	R						NA			NA		08/02/200
	0.50			From:		0.20 MN Dead End			NIA.			A 1 4		4000
758	0.50	50	R	To:		SR 251	 1		NA			NA		1998
						SIX 231								

					Roc	kbridge Maintena	ance Are	ea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
Rockbridge County				From:		Dead End		- 1								
759	0.57	30	R	<u> </u>		Dead End				NA			NA		07/30/200	
				To: From:		0.57 MN Dead E	and									
759	0.43	100	R							NA			NA		07/30/200	
	4.00	040		From:	00/	81-802	00/	00/		0.405		0.540	000		0000	
759	1.03	310	G	97%	0%	1% 1%	0%	0%	F 0.125	F	0.519	320	G	2002		
	0.01	490	G	From:	00/	81-781 SOUTI 1% 1%		00/		0.406	г	0.552	400		2002	
759	0.81	480	G	97%	0%		0%	0%	F	0.126	F	0.553	480	G	2002	
	2.20	2000	G	From:	0%	81-799 1% 1%	0%	00/	C	0.1		0.520	2000		2002	
759	2.30	2000	G	97% To:	0%	SR 130	0%	0%	С	0.1	F	0.539	2000	G	2002	
				From:		Dead End										
760	2.10	200	R	<u> </u>		Dead End				NA			NA		07/26/200	
(700)				To:		US 11										
				From:		Dead End										
761	0.12	170	R							NA			NA		1998	
				To-		SR 56										
\bigcirc				From:		SR 252 SOUTI	Н									
762	0.13	40	R							NA			NA		08/20/2001	
				From:		81-9365										
762	0.06	20	R	_						NA			NA		1998	
				To-		SR 252 NORT	H									
\bigcirc	4.00	440	_	From:		81-631							NIA		4005	
763)	1.23	140	R	<u>-</u>						NA			NA		1995	
				To: From:		81-788										
763)	0.10	280	R	To:		110.11				NA			NA		1998	
						US 11										
\bigcirc	0.00	250	_	From:		US 11				NIA			NIA		08/06/2001	
764	0.99	350	R							NA			NA		06/06/200	
				From:	00/	81-610	00/	-00/	_	0.400		0.000	200		2000	
764)	1.11	880	G	97% To:	0%	1% 1%	0%	0%	С	0.102	F	0.689	890	G	2002	
				From:		SR 251										
(765)	0.02	50	R	rioin.		Dead End				NA		NA			08/06/2001	
(765)	0.02	30	1	To:		81-612				14/4			INA		00/00/200	
				From:		Dead End										
(766)	0.03	70	R	<u> </u>		Dead End				NA			NA		08/06/2001	
1,000				To:		SR 251										
				From:		Dead End										
768	0.68	130	R							NA			NA		08/02/2001	
				To:		81-611										
				From:		Dead End										
(769)	0.24	90	R	. —						NA			NA		08/13/2001	
				To:		81-631		!								
	2.07	20	Б	From:		Alleghany County	Line			NΙΛ			NIA		00/00/2024	
(770)	3.07	20	R							NA			NA		08/09/2001	
\bigcirc	0.50			From:		81-654 WEST	81-654 WEST			N1 A			N1A		00/05/27	
770	0.50	47	R	_						NA			NA		08/09/2001	
			_	From:		0.50 ME 81-65	4						***		00/00/55	
770	0.80	80	R							NA			NA		08/09/2001	
				To: From:		81-652										
770	1.45	330	R							NA			NA		1998	
				To:		81-646										

Comparison Com						11001	kbriuge iviairiteria	IICE AIE	a							
Section description Section Se	Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	ıck 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
10	Rockbridge County				From:				1							
SR SR SR SR SR SR SR SR	(770)	0.60	850	G		1%		1%	0%	С	0.108	F	0.638	860	G	2002
Triple					To											
10					From:		Dead End									
10	(771)	0.60	40	R	_						NA			NA		07/30/200
100 100																
773		0.03	100	G		O9/-		Λ0/-	O0/-	C	0 134	_	0 533	100	G	2002
SR 130 WFST	(112)	0.03	100	G		0 70		0 70	0 70	C	0.134	'	0.555	100	O	2002
Total Tota					From:											
NA	(773)	0.46	40	R							NA			NA		07/26/200
Time					To:		81-708									
10	(773)	0.28	140	R	110111.						NA			NA		1998
773					To: From:		81-688		ŀ							
O	(773)	0.30	240	R	Trom.						NA			NA		07/16/2001
					To:		SR 130 EAST		-							
	(773)	0.10	20	R	7.0						NA			NA		07/16/2001
1774					To:		Dead End									
NA	\bigcirc	2.4-			From:		81-793									0=//0/000
NA	(774)	0.15	30	R							NA			NA		07/16/2001
Time					From:		81-775									1000
Time	774)	0.14	140	R	To:		Dood End				NA			NA		1998
NA																
Dead End NA	775	0 18	50	R	r tolli.		81-//4				NA			NA		07/16/2001
Triple	(773)	0.10		• • •	To		81-773							10.		017107200
SI-774					From:		Dead End									
SI-774	(776)	0.11	40	R							NA			NA		1998
O.16					To: From:		81-774		-							
SR 50 100	(776)	0.16	410	R						NA			NA		07/16/2001	
Time					To:		SR 130									
Dead End NA		0.00	•		From:		81-644				NI A			NIA		00/00/000
NA	(777)	0.80	2	К	To:		Dead End				NA			NA		08/06/2001
O.90 40 R									1							
Dead End Dead End NA	778	0.90	40	R	<u> </u>		81-010				NA			NA		07/30/2001
780 0.45 80 R	(110)				To:		Dead End									
Tem RAMP TO 1-64 NA NA 08/09/200					From:		Dead End									
Tem RAMP TO 1-64 NA NA 08/09/200	(779)	0.45	80	R							NA			NA		07/12/2001
Table Tabl																
RAMP TO I-64		0.11	400	_	From:		RAMP TO I-64				N.1.0			N14		00/00/000
RAMP TO I-64	(780)	0.11	490	R							NΑ			NA		08/09/2001
780 3.35 860 G 88% 2% 4% 1% 5% 0% F 0.094 F 0.581 870 G 2002 To		0.05	4400		From:		RAMP TO I-64				N I A			NI A		4000
780 3.35 860 G 88% 2% 4% 1% 5% 0% F 0.094 F 0.581 870 G 2002 To	(780)	0.35	1100	ĸ	To:		91 950 EAST				NA			NA		1998
780) 5.73 830 G 88% 2% 4% 1% 5% 0% C 0.089 F 0.592 840 G 2002 TO SR 39 From 81-759 WEST NA NA 08/06/2009 781) 0.65 460 R NA NA 08/06/2009																
780) 5.73 830 G 88% 2% 4% 1% 5% 0% C 0.089 F 0.592 840 G 2002 TO SR 39 From 81-759 WEST NA NA 08/06/2009 781) 0.65 460 R NA NA 08/06/2009	(780)	3.35	860	G	88%	2%	4% 1%	5%	0%	F	0.094	F	0.581	870	G	2002
781) 0.15 460 R 81-759 WEST NA NA 08/06/200 ⁻¹ 781) 0.65 460 R 0.15 ME 81-759 NA NA 08/06/200 ⁻¹ NA NA 08/06/200 ⁻¹					To: From:		81-618									
781) 0.15 460 R 81-759 WEST NA NA 08/06/200 ⁻¹ 781) 0.65 460 R 0.15 ME 81-759 NA NA 08/06/200 ⁻¹ NA NA 08/06/200 ⁻¹	(780)	5.73	830	G	88%	2%		5%	0%	С	0.089	F	0.592	840	G	2002
781) 0.15 460 R NA NA 08/06/200 ⁻¹ 781) 0.65 460 R NA NA 08/06/200 ⁻¹ NA NA 08/06/200 ⁻¹					To		SR 39									
(781) 0.65 460 R NA NA 08/06/200	(781)			_	From:		81-759 WEST		j							
(781) 0.65 460 R NA NA 08/06/200		0.15	460	R							NA			NA		08/06/2001
(781) 0.65 460 R NA NA 08/06/2001					To: From:		0.15 ME 81-759)								
81-790	781)	0.65	460	R	<i>x</i>						NA			NA		08/06/2001
					In-		81-790									

					Rocl	kbridge Mainten		3							
Route	l enath	AADT	QΔ	4Tire	Bus	Tr			QC	Peak	QK	Dir	AAWDT	OW	Year
	201901	, , , ,	3 (7)		200	2Axle 3+Axle	e 1Trail	2Trail	QU	Hour	αiv	Factor	, , , , , , , , ,	٠,٠	· Jui
Rockbridge County				From:		81-790		l							
781)	1.50	360	R							NA			NA		1998
				To: From:		81-798									
(781)	2.00	180	R							NA			NA		08/06/2001
	4.05			From:		81-759 EAST									1000
781)	1.85	200	R	To:		Dead End		1		NA			NA		1998
				From:		81-759									
782	0.40	1000	R			01-737				NA			NA		07/16/2001
				To: From:		81-855									
(782)	1.20	820	R	rioiii.						NA			NA		07/16/2001
				To:		Dead End									
Town of Glasgow				From:		81-1112		T							
(783)	0.12	120	R	<u> </u>		81-1112				NA			NA		07/12/2001
				To:		81-1114									
783	0.30	240	R	From:		01 1111				NA			NA		1998
				To: From:		81-684									
(783)	0.28	2200	R	From:						NA			NA		07/16/2001
				To:		81-1101									
\bigcirc	2.27	440	_	From:		81-1111									1000
(784)	0.07	140	R							NA			NA		1998
	0.06	200	R	To: From:		81-1110				NIA			NIA		07/10/2001
(784)	0.06	280	ĸ	. —						NA			NA		07/12/2001
(784)	0.10	450	R	From:		SR 130				NA			NA		1998
(764)	0.10			To:		91 792									
(784)	0.07	110	R	From:		81-783				NA			NA		07/12/2001
				To:		81-1107									
Rockbridge County															
	0.07	140	R	From:		US 11				NA			NA		1998
(785)	0.07	140	K			01 =1 ())				INA			INA		1990
(785)	0.10	10	R	From:		81-716 WEST	<u>L'</u>			NA			NA		07/12/2001
(765)	0.10			To:		81-716 EAST									0771272001
				From:		Dead End									
(786)	0.57	40	R							NA			NA		07/16/2001
				To:		81-671		Ţ							
Town of Goshen				From:		81-791									
(787)	0.06	120	R			V- //-				NA			NA		08/23/2001
				To: From:		SR 39									
(787)	0.13	70	R	rioiii.						NA			NA		1998
				To:		Dead End									
Rockbridge County				From:		81-763		T							
(788)	0.40	80	R			01-703				NA			NA		08/16/2001
				To:		Dead End									
				From:		Dead End									
789	0.25	1200	R	To		CD 251 01 10	10			NA			NA		1998
				From:		SR 251; 81-10	10								
(790)	1.52	20	R			Dead End				NA			NA		07/30/2001
130				To:		81-781				•					. ,
															-

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT	QW Year
Town of Goshen				From:	SR 39				
(791)	0.05	140	R			NA		NA	1998
<u> </u>				To: From:	0.05 MN SR 39				
(791)	0.31	140	R			NA		NA	08/23/2001
704	0.27	170	R	From:	0.36 MN SR 39	NA		NA	1998
791)	0.21	.,,		To:	81-748	101		147.	1000
791)	0.10	110	R	From:	01-740	NA		NA	08/23/2001
				To: From:	81-787				
791)	0.12	120	R	To:	81-747	NA		NA	1998
Rockbridge County					81-747				
				From:	US 501				
(792)	0.42	80	R	To:	US 501	NA		NA	07/12/2001
				From:	81-759				
(793)	0.48	150	R	<u> </u>	01-737	NA		NA	1998
				To:	81-774				
(793)	0.12	120	R			NA		NA	07/16/2001
				To:	81-773				
(704)	0.80	80	R	From:	Dead End	NA		NA	07/12/2001
(794)	0.00	00		To:	81-706	IVA		14/4	0771272001
				From:	Dead End				
795)	0.03	10	R			NA		NA	07/16/2001
				From:	81-700				
(796)	0.50	110	R	FIOIII.	81-613	NA		NA	08/16/2001
(190)				To:	Dead End				
				From:	US 11				
(797)	0.10	40	R			NA		NA	07/12/2001
	0.50	40		From:	0.10 MN US 11	NIA		NIA	07/40/0004
(797)	0.50	40	R	To:	Dead End	NA		NA	07/12/2001
				From:	Dead End				
(798)	0.30	160	R			NA		NA	07/30/2001
				To:	81-781				
700	0.30	310	R	From:	81-759	NA		NA	07/26/2001
799	0.50	310		To:	0.30 MN 81-759	IVA		14/4	0772072001
799	0.25	70	R	From:	0.30 IVIN 61-739	NA		NA	1998
				To:	Dead End				
\bigcirc				From:	Dead End				
800	0.20	60	R	To:	81-716	NA		NA	07/12/2001
				From:	81-671				
801)	0.50	430	R			NA		NA	1998
				To:	81-699				
\bigcirc	2.22	400	-	From:	Dead End				07/06/222
802	0.82	120	R	To:	81-759	NA		NA	07/30/2001
				From:	SR 39				
803	0.30	30	R	<u> </u>		NA		NA	08/23/2001
				To-	Dead End				

Devite	1	AADT		47:	Bus 20 Add 21 Add 47 Tabil 27 Tabil	OC Peak	. O.K	Dir AAM/DT	OW 37
Route Roalthridge County	Length	AADT	QA	4 l ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hou	()K	-actor AAWDT	QW Year
Rockbridge County				From:	Dead End				
804)	0.12	50	R	To:	81-606	NA I		NA	08/23/2
				From:	Dead End				
805)	0.05	20	R	<u> </u>	Deut End	NA		NA	1998
				To: From:	81-806				
805	0.03	260	R	т	21.622	NA		NA	07/12/2
				To: From:	81-608				
806)	0.06	130	R		81-805	NA NA		NA	1998
000				To:	Dead End				
\sim				From:	81-612				
807	0.80	9	R	To:	Dead End	NA I		NA	08/06/2
				From:	81-717				
(808)	0.06	60	R		01-/1/	NA		NA	08/16/2
				To:	Dead End				
	2.42		_	From:	Dead End				00/00/0
809	0.10	90	R	To:	81-770	NA I		NA	08/06/2
				From:	81-776				
810	0.11	130	R	<u></u>	01 770	NA		NA	1998
				To: From:	0.11 ME 81-776				
(810)	0.13	150	R	-		NA		NA	07/16/2
				To:	81-759				
(044)	0.19	200	R	From:	81-645	l NA		NA	1998
811)	0.13	200	- 1	To:	Dead End			IVA	1550
_				From:	81-743				
812	0.40	20	R			NA		NA	07/16/2
				To:	US 11				
(813)	1.70	270	R	From:	US 11	l NA		NA	1998
(813)				To:	81-684				
				From:	81-687				
(814)	0.20	110	R	To:	D 12.1	NA		NA	08/06/2
				From:	Dead End				
815)	0.10	60	R	rioni.	Dead End	l NA		NA	08/20/2
(013)				To:	81-606				
				From:	81-606				
816)	0.14	45	R	To:	D. J.C. J	NA I		NA	08/20/2
				From:	Dead End Dead End				
817)	0.25	80	R	<u> </u>	Dead End	NA NA		NA	08/20/2
				To	SR 42				
\bigcirc				From:	Dead End				
818)	0.03	30	R	To:	FR-741	NA I		NA	07/30/2
				From:	PR-741 Dead End				
819	0.26	20	R	<u> </u>	Dead Elid	NA		NA	1998
				To:	US 60				
\bigcirc			_	From:	81-608				
820	0.60	240	R	To:	Dead End	NA I		NA	07/12/2
					Dead Elid				

					Rockbridge Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:	D. J.C. J	1						
(821)	0.40	10	R		Dead End	J	NA			NA		08/30/2001
				To:	81-629	<u> </u>						
	0.04	20	R	From:	81-710		NA			NA		07/12/2001
822	0.04	20	ĸ	To:	Dead End	1	INA			NA.		07/12/2001
				From:	Dead End							
823	0.50	180	R	т	01 - 01	1	NA			NA		08/06/2001
				From:	81-781 Dead End							
824)	0.31	100	R	<u>. </u>	Dead End	1	NA			NA		08/16/2001
				To:	81-645							
\bigcirc	0.45	400		From:	81-645		NIA			NIA		4000
825	0.15	180	R	т	24.020	1	NA			NA		1998
825	0.05	100	R	From:	81-838	<u> </u>	NA			NA		08/16/2001
023)				To:	Dead End							
Town of Glasgow				From:	GD 120	1						
826	0.05	100	R	rioni.	SR 130	J	NA			NA		07/12/2001
020				To: From:	81-1118	1						
(826)	0.12	80	R	From:		4	NA			NA		07/12/2001
				To:	Dead End							
Rockbridge County				From:	Dead End							
(827)	0.35	30	R			<u>.</u>	NA			NA		07/16/2001
				To:	81-680							
(020)	0.43	110	R	From:	81-670	J	NA			NA		08/02/2001
828)	0.10			To:	81-1510	1						00/02/2001
828)	0.10	30	R	From:	01-1310	1	NA			NA		1998
				To:	Cul-de-Sac							
600	0.23	40	R	From:	81-608		NA			NA		07/12/2001
(830)	0.23	40	K	To:	81-608	1	INA			INA		07/12/2001
				From:	Dead End							
831)	0.41	320	R	To:	81-704	1	NA			NA		1998
				From:	81-645							
832	0.45	150	R		01-045	1	NA			NA		08/16/2001
				To-	Cul-de-Sac							
	0.50	110	R	From:	Dead End		NIA			NA		07/26/2001
833	0.50	110	ĸ	To:	US 11	Ī	NA			NA.		07/20/2001
				From:	Dead End							
834)	0.05	80	R			1	NA			NA		07/26/2001
				To: From:	US 11	<u> </u>						
835)	0.28	30	R		Dead End	J	NA			NA		1998
				To:	81-602]						
\bigcirc	0 1 1	••	_	From:	81-631		N 10					00/40/555
836)	0.14	30	R	To:	Dead End	1	NA			NA		08/13/2001
				From:	Dead End Dead End	<u> </u>						
837)	0.50	90	R	_			NA			NA		1998
				To	US 11							

					ROC	kbridge M	amtena	ince Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:		Dea	ıd End		1							
838	0.10	20	R								NA			NA		08/16/2001
				To:			-825									
	0.15	10	R	From:		Dea	d End				NA			NA		07/12/2001
839	0.15	10	K	To:		81	-608				INA			INA		07/12/2001
				From:			S 11									
840	0.07	45	R								NA			NA		07/12/2001
				To:			de-Sac									
(941)	0.35	40	R	From:		81	-663				NA			NA		1998
841)	0.00	70		To:		Dea	d End				INA			IVA		1330
				From:		SF	R 251									
842	0.46	210	R								NA			NA		07/30/2001
				To:			de-Sac									
	0.05	80	R	From:		U	S 11				NA			NA		1998
843)	0.05	80	K	Tai		0.05.1	E 110 11		-		INA			INA		1990
843)	0.10	60	R	From:		0.05 N	IE US 11				NA			NA		1995
(643)	00			To:		Dea	nd End									
				From:		Cul-	de-Sac									
844	0.07	40	R								NA			NA		1998
				To:			-706									
Q45	0.08	470	R	From:		Dea	d End				NA			NA		08/16/2001
845)	0.00	470		To		FR	2-739				INA			INA		00/10/200
				From:		Cul-	de-Sac		Ī							
846	0.19	160	R								NA			NA		08/02/2001
				To:			R 251									
	0.40	49	R	From:		81	-690				NA			NA		07/30/2001
849	0.40	43	K	To:		Dea	nd End				INA			INA		01/30/200
				From:		Alleghany		Line	1							
850	3.12	950	G	95%	0%	2%		0%	0%	F	0.082	F	0.578	960	G	2002
				From:		81	-633		ŀ							
(850)	2.78	410	G	95%	0%	2%	2%	0%	0%	F	0.11	F	0.511	410	G	2002
				To: From:			9 WEST									
850	3.94	760	G	95%	0%	2%	2%	0%	0%	С	0.104	F	0.605	770	G	2002
				From:			-631									
850	0.34	2000	G	95% To:	0%	2%	2% S 60	0%	0%	F	0.100	F	0.664	2000	G	2002
				From:			-710									
852	0.40	180	R			01	-/10				NA			NA		08/16/2001
002				To		Dea	d End									
				From:		Dea	d End									
855)	0.45	130	R	т		0.1	702				NA			NA		07/16/2001
				To:			-782		<u> </u>							
(860)	0.06	400	R			Dea	d End				NA			NA		1998
860				To:		01	-861									
860	0.10	430	R	From:		81	-001				NA			NA	·	1998
				To:		SF	R 130									
				From:		Cul-	de-Sac									
861	0.24	10	R	т			060				NA			NA		1998
				To-		81	-860									

					Rockbi	ridge Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:									
(870)	0.40	280	R			81-757	_	NA			NA		07/12/2001
				To:		Dead End							
	0.10	60	R	From:		Dead End		NA			NA		07/12/2001
(880)	0.10	60	ĸ	To:		81-608		NA			INA		07/12/2001
				From:		81-613							
917	0.05	310	R					NA			NA		08/20/2001
				From:		0.05 MN 81-613							4000
917)	0.65	300	R	. —			ī	NA			NA		1998
(917)	0.76	1500	R	From:		0.70 MN 81-613		NA			NA		08/30/2001
917)				To:		81-606							
(917)	0.47	180	R	From:		01-000		NA			NA		1998
				To:		Augusta County Line							
\bigcirc	0.00	450	_	From:		81-606		NIA			NIA		00/00/0004
919)	0.30	450	R	To:		Augusta County Line		NA			NA		08/20/2001
				From:		81-606							
(937)	0.20	80	R					NA			NA		1998
				To:		Augusta County Line							
Town of Goshen				From:		Dead End							
(1001)	0.16	20	R					NA			NA		08/20/2001
$\overline{}$				To:		SR 39							
Rockbridge County				From:		81-608							
(1005)	0.65	170	R	ļ				NA			NA		07/12/2001
				To:		Cul-de-Sac							
	0.05	140	R	From:		Cul-de-Sac		NA			NA		07/30/2001
(1009)	0.05	140	K	To:		01 1012	Ī	INA			INA		07/30/2001
(1009)	0.20	90	R	From:		81-1012		NA			NA		07/30/2001
				To:		81-1010 SOUTH							
(1009)	0.23	50	R	From:				NA			NA		07/30/2001
				To:		81-1010 NORTH							
	0.07	210	R	From:		81-1009 EAST		NA			NA		07/30/2001
(1010)	0.07	210	IX	To:		01 1012	Ī	INA			NA.		07/30/2001
(1010)	0.03	520	R	From:		81-1012		NA			NA		07/30/2001
				To: From:		81-1009 WEST							
(1010)	0.07	610	R	From:				NA			NA		07/30/2001
				To: From:		81-1011							
(1010)	0.16	720	R	To:		CD 251 01 700	Ī	NA			NA		07/30/2001
				From:		SR 251; 81-789							
(1011)	0.09	140	R			Cul-de-Sac		NA			NA		07/30/2001
				To		81-1010							
(1011)	0.06	70	R	From:				NA			NA		07/30/2001
				To:		0.06 ME 81-1010							
	0.07	300	R	From:		81-1010		NA			NA		07/30/2001
(1012)	U.U <i>1</i>	300		To-		01 1012	L	1.4/4			INA		011301200 I
(1012)	0.06	200	R	From:		81-1013		NA			NA		07/30/2001
				To:		81-1009							

					Rockbridge Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:	81-1012							
1013)	0.07	100	R	L	81-1012		NA			NA		07/30/200
				To-	Cul-de-Sac							
$\overline{}$				From:	SCL LEXINGTON							
1014	0.28	180	R	To:	81-1016		NA			NA		07/30/20
				From:	SR 39							
1015)	0.30	1300	R	<u> </u>	SR 37		NA			NA		1998
				To:	81-750							
				From:	Dead End							
1016	0.12	60	R	. —		ı	NA			NA		07/30/20
				To:	81-1014							
	0.15	NA		From:	Cul-de-Sac/		NA			NA		
1017	0.13	IVA		To:	US-00011(B)/		INA			INA		
				From:	Cul-de-Sac/							
1018)	0.08	NA			eur de Sua		NA			NA		
				To:	81-01017(B)/							
$\overline{}$				From:	81-1021							
1020	0.07	250	R	To:	01 (45		NA			NA		1998
				From:	81-645							
1021	0.11	80	R	110111	81-1020		NA			NA		08/16/20
1021	• • • • • • • • • • • • • • • • • • • •		•••	To:	81-1022							00, .0, 20
1021)	0.11	140	R	From:	81-1022		NA			NA		1998
1021)				To:	Cul-de-Sac							
				From:	81-1021							
1022	0.09	100	R			•	NA			NA		08/16/20
				To:	81-645							
\frown	0.00	90		From:	US 11		NIA			NIA		1000
1025	0.22	80	R	To:	Cul-de-Sac		NA			NA		1998
				From:	81-1034							
1030	0.20	180	R		01 103 1		NA			NA		08/02/20
				To:	81-1032							
1030	0.14	370	R	From:	0.1002		NA			NA		08/02/20
				To: From:	81-1031	ļ						
1030	0.06	700	R	rioiii.		•	NA			NA		1998
				To:	81-789							
\bigcirc				From:	Cul-de-Sac							
1031)	0.05	30	R	To:	81-1030	1	NA			NA		08/02/20
				From:								
1032	0.16	180	R	110111	Cul-de-Sac		NA			NA		08/02/20
1032)	00			To:	81-1030							00/02/20
				From:	Cul-de-Sac							
1033)	0.08	110	R	_		•	NA			NA		08/02/20
				To:	81-1032							
\sim	2.22		_	From:	Cul-de-Sac							1000
1034)	0.20	80	R	To:	81-1030		NA			NA		1998
				From:								
1040	0.13	45	R		Cul-de-Sac		NA			NA		07/16/20
140)	0.10			To:	81-699							

					Rockbridge Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus	QC Peak	OK	Dir Factor	AAWDT	QW	Year
Rockbridge County				From:	81-631						
1042	0.04	370	R		81-031	NA			NA		1998
(1042)	0.21	260	R	To: From:	81-1043	NA			NA		1998
				To: From:	81-1044						
1042	0.25	140	R	To:	TIFFANY DRIVE	NA			NA		1998
				From:	Cul-de-Sac						
1043)	0.05	70	R	To:	81-1042	NA			NA		1998
				From:	Cul-de-Sac						
(1044)	0.15	50	R	To:		NA			NA		1998
					81-1042						
(100)	0.45	40	R	From:	Dead End	NA			NA		07/16/200°
(1049)	0.40			To:	81-608	101			147.		
Town of Glasgow				From:	81-783						
(1101)	0.06	300	R		01703	NA			NA		1998
				To: From:	81-1107						
(1101)	0.06	480	R			NA			NA		07/12/2001
				To: From:	81-1106						
(1101)	0.12	1000	R			NA			NA		1998
	0.06	500		From:	81-1115	NIA			NΙΔ		07/12/2004
1101)	0.06	500	R			NA			NA		07/12/2001
(1104)	0.06	60	R	From:	81-1105	NA			NA		1998
(1101)	0.00		.`.	To:	81-1104	100					1000
				From:	81-1109						
(1102)	0.05	70	R			NA			NA		07/12/200
				From:	81-1108						
1102	0.06	440	R			NA			NA		1998
(1102)	0.06	150	R	From:	81-783	NA			NA		07/12/2001
(1102)	0.00	130	IX.	To:	01.1107	INA			IVA		077127200
(1102)	0.06	80	R	From:	81-1107	NA			NA		1998
				To:	81-1106 Gap Terminus						
(1103)	0.06	90	R	From:	81-1119 Gap Terminus	NA			NA		07/12/200
(1102)	0.00	30		To:	01 1115	IN/A			IVA		077127200
(1102)	0.06	180	R	From:	81-1115	NA			NA		1998
				To: From:	81-1105						
(1102)	0.06	350	R	From:		NA			NA		07/12/2001
				To:	81-1104						
	0.40	470	_	From:	SR 130	NIA			NIA		4000
1103	0.10	470	R		2	NA			NA		1998
(1103)	0.05	360	R	From:	81-1109	NA			NA		07/12/2001
1103)	3.00			To:	81-1108 Gap Terminus	14/1					
				From:	81-684			· <u></u> -			
(1104)	0.04	440	R			NA			NA		1998
				To: From:	81-1102						
(1104)	0.12	60	R	To:	01 1101	NA			NA		07/12/2001
				10.	81-1101						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap	(.)K	AAWDT	QW Year
Town of Glasgow				From:	81-1101	i			
(1104)	0.13	70	R			NA		NA	07/12/2001
$\overline{\bigcirc}$			_	To: From:	81-1120	 			
(1104)	0.13	70	R			NA -		NA	07/12/2001
	0.20	20	R	From:	81-1117	NA		NA	1998
(1104)	0.20	20	K	To:	Dead End	1		INA	1990
				From:	81-1102				
(1105)	0.12	190	R			NA		NA	07/12/2001
	0.40			From:	81-1101	 			4000
(1105)	0.13	380	R			NA •		NA	1998
	0.12	460	R	From:	81-1120	NA		NA	07/12/2001
(1105)	0.12	400		To:	01 1117	1		IVA	077127200
(1105)	0.11	580	R	From:	81-1117	NA		NA	1998
				To:	81-1116	1			
(1105)	0.10	760	R	From:		NA		NA	07/16/2001
				To: From:	81-679 SOUTH				
1105	0.02	140	R			NA		NA	1998
				From:	81-679 NORTH	 			
(1105)	0.12	60	R	To:	FIRST STREET	NA 1		NA	07/16/2001
				From:	81-684				
(1106)	0.13	790	R	<u> </u>	01-004	NA		NA	1998
				To: From:	81-1102]			
(1106)	0.12	730	R			NA		NA	07/12/2001
				To:	81-1101				
	0.10	60	R	From:	81-1114] NA		NA	1998
(1107)	0.10	00	IX.	To:	01.704	1		INA	1990
(1107)	0.17	180	R	From:	81-784	NA		NA	07/12/2001
				To:	81-684	1			
(1107)	0.14	460	R	From:	0.00	NA		NA	1998
				To: From:	81-1102				
(1107)	0.12	210	R			NA		NA	07/12/2001
				To:	81-1101				
1108	0.24	190	R	From:	Dead End	NA		NA	1998
(1108)	0.24	100		To:	81-1113	1		1471	1000
(1108)	0.12	260	R	From:	01-1113	NA		NA	07/12/2001
				To: From:	81-1112]			
(1108)	0.12	220	R	From:	** ***	NA		NA	1998
				To: From:	81-1114]			
1108	0.13	270	R			NA		NA	07/12/2001
		*		To: From:	81-784	 			
1108	0.19	200	R	To:	81-684 Gap Terminus	NA 1		NA	1998
				From:	81-1103 Gap Terminus				
1108	0.12	390	R			NA		NA	07/12/2001
				To: From:	81-1102]			
(1108)	0.12	120	R	To	Dood Fr. J	NA 1		NA	1998
_					Dead End]			

					Rockbridge Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	()K	Dir Factor	AAWDT	QW Year
Town of Glasgow				From:	81-1103	Ī				
(1109)	0.12	80	R		01 1103	N/			NA	07/12/200
				To: From:	81-1102]				
(1109)	80.0	80	R	To	Dead End	N <i>A</i> 1	Ī		NA	1998
				From:	81-1112					
1110	0.25	220	R			N.A			NA	1986
				To: From:	81-784	<u> </u>				
(1111)	0.25	100	R	rioin.	81-1112	I NA			NA	07/12/200
				To:	81-784					
\bigcirc	0.00		_	From:	Dead End					07/10/000
(1112)	0.03	60	R	To:	81-1111 Gap Terminus	NA I			NA	07/12/200
\bigcirc			_	From:	81-1110 Gap Terminus					
(1112)	0.07	180	R	To:	SR 130 Gap Terminus	N <i>A</i> 1	L		NA	1998
\bigcirc				From:	81-1108 Gap Terminus					-
(1112)	0.07	100	R	To	81-783	N <i>A</i> 1			NA	07/12/200
				From:	SR 130					
(1113)	0.08	110	R	<u></u>		N/			NA	1998
				To: From:	81-1108					
(1113)	0.02	40	R	To:	Dead End	N <i>A</i> I	Ī		NA	1986
				From:	81-1108					
(1114)	0.05	60	R		01 1100	N.A	L		NA	1998
				To: From:	81-783]				
(1114)	0.06	70	R	To:	01 1107	NA I			NA	07/12/200
				From:	81-1107 81-1102					
(1115)	0.12	140	R	<u> </u>	01-1102	I NA			NA	07/12/200
				To: From:	81-1101]				
(1115)	0.25	500	R			N.A			NA	1998
\bigcirc	0.00	240		To: From:	81-1117	<u> </u>			NIA	07/40/000
(1115)	0.09	240	R	т	01.1116	NA 1	L		NA	07/16/200
(1115)	0.06	48	R	From:	81-1116	N/			NA	1998
				To: From:	Dead End; Gap Terminus					
(1115)	0.12	70	R	From:	81-679 Gap Terminus	l NA			NA	07/16/2001
(11)				To:	Dead End					
				From:	81-1115					
(1116)	0.07	210	R	To:	81-1105	NA 1			NA	1998
				From:	81-1115					
(1117)	0.07	260	R	<u> </u>	01 1113	N.A			NA	07/16/2001
				To: From:	81-1105	}				
(1117)	0.06	50	R	To:	01.1104	NA			NA	1998
				From:	81-1104					
(1118)	0.05	40	R		81-826	I NA			NA	07/12/2001
				To:	Cul-de-Sac					
\bigcirc	2.15	465	_	From:	81-1102					0=11010==
1119	0.13	100	R	To	81-1101	N <i>A</i>]			NA	07/12/2001
					01-1101	ı				

					Rockbridge Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	/ \k	Dir Factor	AAWDT	QW	Year
Town of Glasgow				From:	81-1105						
(1120)	0.06	10	R		01-1103	NA			NA		1998
				To:	81-1104						
Rockbridge County				From:	81-631						
(1125)	0.39	160	R		61 651	NA			NA		08/16/2001
				To:	Cul-de-Sac						
	0.03	20	R	From:	Cul-de-Sac	NA NA			NA		1998
1126	0.03	20	K	To	81-1125	INA			INA		1990
				From:	Dead End						
(1204)	0.09	20	R			NA			NA		1998
				To: From:	SCL BUENA VISTA						
(1301)	0.08	20	R	From:	Dead End	l NA			NA		08/30/2001
(1301)	0.00		.`	To:	US 11						00/00/2001
				From:	81-710						
1302	0.25	90	R			NA			NA		1998
				To:	FR-235						
(1303)	0.25	150	R		Dead End	NA NA			NA		07/12/2001
(1303)				To:	US 11; 81-710						
				From:	SR 130						
1304	0.25	240	R	Tar	D 15 1	NA			NA		1998
				From:	Dead End 81-717						
1305	0.10	60	R		81-/1/	NA NA			NA		08/16/2001
				To:	Dead End						
\bigcirc				From:	81-1402						
1401	0.06	160	R	To:	US 60; 81-608	NA			NA		1998
				From:	81-1401 WEST						
(1402)	0.23	100	R		01-1401 WES1	NA			NA		1998
				To: From:	0.23 MS 81-1401						
(1402)	0.30	110	R			NA			NA		1998
				To:	US 60; 81-608						
	0.15	160	R	From:	81-608	NA NA			NA		07/12/2001
(1405)	0.15	100	IX	To:	81-1406	I			INA		0771272001
(1405)	0.17	80	R	From:	81-1400	NA			NA		07/12/2001
				To:	Dead End						
				From:	Cul-de-Sac						
1406	0.08	60	R	To:	81-1405	NA			NA		07/12/2001
				From:	US 60						
(1501)	0.22	750	R		03 00	NA			NA		1998
				To:	81-1502						
(1501)	0.36	280	R	1 10III.		NA			NA		08/02/2001
				To: From:	81-1512						
(1501)	0.28	160	R	To	01.665	NA			NA		1998
				To: From:	81-665						
(1502)	0.24	280	R	rom.	81-1501	l NA			NA		08/02/2001
(1502)	 .			To:	81-1503						
(1502)	0.06	46	R	From:	01-1503	NA			NA		1998
				To	Dead End						

					**			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		r AAWDT QV	/ Year
Rockbridge County				From:	Cul-de-Sac			
(1503)	0.05	60	R		Cui-de-Sac	NA	NA	08/02/2001
				To: From:	81-1504			
1503	0.12	130	R		24.4522	NA	NA	1998
				From:	81-1502			
(1504)	0.11	90	R		Cul-de-Sac	I NA	NA	08/02/2001
				To	81-1503			
\bigcirc	0.44	40	_	From:	US 60	N. A.		1000
(1507)	0.14	40	R	To:	Cul-de-Sac	NA I	NA	1998
				From:	Dead End			
(1510)	0.09	10	R			NA	NA	08/02/2001
				To:	81-828			
	0.15	70	R	From:	81-1501	NA	NA	08/02/2001
1512)	0.13	70	IX	To:	Cul-de-Sac	INA	INA	00/02/2001
_				From:	Cul-de-Sac			
(1513)	0.13	50	R	To:	01.1501	NA I	NA	08/02/2001
T. (C.)				10.	81-1501			
Town of Goshen				From:	SR 39			
9361)	0.05	80	R			NA	NA	1986
				To:	SR 39			
Rockbridge County				From:	FAIRFIELD ELEM SCH			
9362	0.04	630	R			NA	NA	08/30/2001
				From:	US 11			
9363)	0.06	370	R	rioni.	EFFINGER ELEM SCH	I NA	NA	08/30/2001
				To:	SR 251			
				From:	81-681			
9364	0.57	2900	R	To:	FR-739	NA 1	NA	1995
				From:	81-762			
(9365)	0.10	30	R		01 702	NA	NA	1995
<u> </u>				To:	BROWNSBURG MID SCH			
	0.05	230	R	From:	81-631	NA NA	NA	08/30/2001
9516	0.03	230	K	To:	MOUNTAINVIEW EL SCH	INA	INA	00/30/2001
				From:	81-774			
9654)	0.06	50	R			NA	NA	08/30/2001
				To:	NATURAL BR ELEM SCH			
9714)	0.10	70	R	From:	HIGHLAND ELEM SCH	I NA	NA	08/30/2001
9714)	0.10			To:	81-631]		00/00/2001
				From:	81-717			
(9801)	0.18	510	R	To:	POCKADNIACE MID COLL	NA I	NA	08/30/2001
City of Dyona Vict-					ROCKBRIDGE MID SCH	<u> </u>		
City of Buena Vista				From:	US 60			
Catalpa Ave	0.31	NA		Tar	102 2250 24TH C:	NA I	NA	
				To:	103-3350; 34Th St			
(3350) Rockbridge Ave	0.49	2300	G	96%	29Th St 0% 1% 2% 1% 0%] C 0.097 F 0.504	4 2400 G	2002
(3350) Rockbridge Ave			_	To	Catalpa Ave	1		

						Control viaintenance A								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Buena Vis	ta						-							
Q=4=1== A	- 0.45	0500	_	From:	40/	Rockbridge Ave	00/	_	0.000	_	0.040	0000	_	0000
3350 Catalpa Av	e 0.45	3500	G	92%	1%	1% 5% 1%	0%	С	0.098	F	0.646	3600	G	2002
				In.		Longhollow Rd								
				From:		Lexington Ave								
Long Hallov	w Rd 1.02	1600	G	97 <u>%</u>	0%	2% 1% 0%	0%	С	0.096	F	0.586	1700	G	2002
				To:		NCL Buena Vista								
				From:		Magnolia Ave								
3353 17th St	0.43	1700	G	97%	0%	0% 2% 0%	0%	С	0.095	F	0.567	1700	G	200
103				To:		Cedar Ave								
				From:		13Th St								
3354) Maple Ave	1.04	300	G	97%	0%	0% 3% 0%	0%	С	0.125	F	0.525	310	G	2002
Maple Ave			•		0,0		, ,,,	ŭ	00	•	0.020	0.0	•	
<u> </u>			_	From:		25 Half St				_			_	
Walnut Ave	0.34	630	G	97%	0%	0% 3% 0%	0%	F	0.101	F	0.508	660	G	200
				To: From:		Ridge Ave								
Didas Aus	0.00	4400	_		00/	Walnut Ave	00/	0	0.447	_	0.740	4400	0	200
Ridge Ave	0.28	1100	G	96% To:	0%	1% 3% 0%	0%	С	0.117	F	0.713	1100	G	200
						29Th St								
<u> </u>				From:		Magnolia Ave								
3355 E 24Th St	0.43	1100	G	98%	0%	2% 0% 0%	0%	С	0.112	F	0.628	1100	G	200
				To:		Cedar Ave								
				From:		13Th St								
3356 Cedar Ave	0.96	450	G	97%	1%	1% 0% 0%	0%	С	0.110	F	0.58	460	G	200
103				To:		24Th St								
				From:		Magnolia Ave								
3357) E 21St Stre	eet 0.43	1100	G	99%	0%	1% 0% 0%	0%	С	0.121	F	0.569	1100	G	200
E 21St Stre	0.40	1100	J	To:	0 70	Cedar Ave	0 70	O	0.121	'	0.505	1100	O	200
1011-01	0.47	4000	_	From:	00/	Magnolia Ave	00/	_	0.400	_	0.004	4000	0	000
13th St	0.47	1900	G	97% To:	0%	0% 1% 1%	0%	С	0.103	F	0.601	1900	G	200
				10.		Cedar Ave								
				From:		WCL Buena Vista								
3360 103h St	1.28	2200	G	97%	0%	2% 1% 0%	0%	С	0.108	F	0.554	2300	G	200
(103)	1.20												•	
	1.20			To:		Magnolia Ave								
City of Lexington				To:		Magnolia Ave								
City of Lexington				To: From:		Magnolia Ave Lewis St								
<u> </u>		1500	G		0%		0%	С	0.144	F	0.556	1500	G	200
<u> </u>		1500	G	From:	0%	Lewis St	o 0%	С	0.144	F	0.556	1500		200
O		1500	G	From: 96%	0%	Lewis St 1% 2% 0% Main St	0%	С	0.144	F	0.556	1500		200
Diamond S	t 0.36			From: 96% To:		Lewis St 1% 2% 0% Main St Nelson St		С		F			G	
O		1500	G G	From: 96% To:	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0%			0.144		0.556	1500		
Diamond S	t 0.36			From: 96% To: From: 98% To:		Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St							G	
Diamond S	t 0.36	2000	G	From: 96% To: 98% To: 98% To: From: 98%	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd	0%	С	0.106	F	0.604	2000	G G	200
Diamond S	t 0.36			From: 96% To: From: 98% To: From: 98%		Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0%	0%						G	200
Diamond S Lee St	t 0.36	2000	G	96% To From: 98% To: From: 98% To:	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St	0%	С	0.106	F	0.604	2000	G G	200
Diamond S Lee St 2 Thornhill R	0.36 0.08 d 0.38	2000	G G	96% To: From: 98% To: From: 98% To: From: 98% From:	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington	0%	С	0.106	F	0.604	2000	G G	200
Diamond S Lee St Thornhill R	t 0.36	2000	G	96% To: From: 98% To: From: 98% To: From: 97%	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0%	0%	С	0.106	F	0.604	2000	G G	200
Diamond S Lee St 2 Thornhill R	0.36 0.08 d 0.38	2000	G G	From 96% To	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd	0%	С	0.106	F	0.604	2000	G G	200
Diamond S Lee St Thornhill R Les St Lea St Lea St	t 0.36 0.08 d 0.38	2000 2100 1300	G G	From: 96% To:	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd	0%	C C	0.106 0.099 0.103	F F	0.604 0.639 0.595	2000 2100 1300	G G G	200
Diamond S Lee St Thornhill R Les St Lea St Lea St	t 0.36 0.08 d 0.38	2000	G G	96% To: From: 98% To: From: 98% To: From: 97% To: From: 97%	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0%	0%	С	0.106	F	0.604	2000	G G	200
Diamond S Lee St Thornhill R Legs 2252 Enfield Rd	t 0.36 0.08 d 0.38	2000 2100 1300	G G	From: 96% To:	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St	0%	C C	0.106 0.099 0.103	F F	0.604 0.639 0.595	2000 2100 1300	G G G	200
Diamond S Lee St Thornhill R Les St Lini Lee St	t 0.36 0.08 d 0.38	2000 2100 1300	G G	96% To: From: 98% To: From: 98% To: From: 97% To: From: 97%	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0%	0%	C C	0.106 0.099 0.103	F F	0.604 0.639 0.595	2000 2100 1300	G G G	200 200 200 200
Diamond S Lee St Thornhill R Control Lipida Enfield Rd Lipida Enfield Rd Lipida Enfield Rd Lipida Enfield Rd	t 0.36 0.08 d 0.38	2000 2100 1300	G G	From 96% To From 98% To From 98% To From 97% To From 97%	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St	0 0%	C C	0.106 0.099 0.103	F F	0.604 0.639 0.595	2000 2100 1300	G G G	200 200 200 200
Diamond S Lee St Thornhill R Less Lime Kiln R	t 0.36 0.08 d 0.38 0.43 Rd 0.32	2000 2100 1300 1800	G G G	From 96% To	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% Jackson Ave	0 0%	C C F	0.106 0.099 0.103 0.100	F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G	200 200 200 200
Diamond S Lee St Thornhill R Lini Lini Lini Lini Lini Lini Lini Ross Rd	0.36 0.08 0.38 0.43 0.32	2000 2100 1300 1800	G G G	From: 96% To:	0% 0% 0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% ACLAUGH ON Jackson Ave Ross Rd	0 0%	C C F	0.106 0.099 0.103 0.100	F F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G G	2000 2000 2000 2000
Diamond S Lee St Thornhill R Line Kiln F Line Kiln F Line Kiln F	0.36 0.08 0.38 0.43 0.32	2000 2100 1300 1800	G G G	From 96% To	0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% ACLAUGH ON Jackson Ave Ross Rd 1% 0% 0%	0 0%	C C F	0.106 0.099 0.103 0.100	F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G	2000 2000 2000 2000
Diamond S Lee St Thornhill R Line Kiln F Line Kiln F Line Kiln F	0.36 0.08 0.38 0.43 0.32	2000 2100 1300 1800	G G G	From: 96% To:	0% 0% 0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% ACLAUGH ON Jackson Ave Ross Rd	0 0%	C C F	0.106 0.099 0.103 0.100	F F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G G	2000 2000 2000 2000
Diamond S Lee St Thornhill R Lini Lini Line Kiln F Line Kiln F Line Kiln F	0.36 0.08 0.38 0.43 0.32	2000 2100 1300 1800	G G G	From 96% To	0% 0% 0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% White St	0 0%	C C F	0.106 0.099 0.103 0.100	F F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G G	200 200 200 200
117 Lee St (4251) Thornhill R (4252) Enfield Rd (4252) Lime Kiln F (4254) Ross Rd	t 0.36 0.08 d 0.38 0.43 0.31 ve 0.27	2000 2100 1300 1800	G G G	From 96% To From 98% To From 97% To From 97% To From 99% To From 90% To From 90%	0% 0% 0%	Lewis St 1% 2% 0% Main St Nelson St 1% 1% 0% Washington St Link Rd 0% 1% 0% Main St WCL Lexington 1% 1% 0% Lime Kiln Rd Enfield Rd 1% 1% 0% McLaughlin St WCL Lexington 1% 0% 0% ACLAUGH ON Jackson Ave Ross Rd 1% 0% 0%	0 0%	C C F	0.106 0.099 0.103 0.100	F F F	0.604 0.639 0.595 0.775	2000 2100 1300 1900	G G G G	2003 2003 2003 2003 2003 2003

					Roci	kbridge Maintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Lexington															
255) Houston St	0.15	2400	G	97%	0%	Taylor St 1% 2%	0%	0%	F	0.096	F	0.529	2500	G	2002
Houston St	0.13	2400	G	70 To:	0 70	Main St	0 /0	0 /0	1	0.090		0.529	2300	G	2002
				From:		Main St		1							
McDowell St	0.05	590	G	96%	0%	1% 1%	0%	0%	С	0.141	F	0.816	620	G	2002
				To:		Jefferson St									
				From:		Houston St									
Walker St	0.40	2500	G	96%	1%	1% 2%	0%	0%	С	0.104	F	0.517	2600	G	2002
117				To:		Nelson St									
				From:		Main St									
Preston St	0.05	1900	G	96%	0%	1% 2%	1%	0%	С	0.104	F	0.549	2000	G	2002
11//				To:		Jefferson St									
_				From:		Main St									
260) Henry St	0.05	1200	G	98%	0%	1% 1%	0%	0%	С	0.093	F	0.536	1200	G	2002
				To:		Jefferson St									
				From:		Nelson St									
Lewis St	80.0	3500	G	98 <u>%</u>	0%	1% 1%	0%	0%	С	0.101	F	0.508	3700	G	2002
				To: From:		Washington St									
261) Washington St	0.30	3800	G	98%	0%	Lewis St 1%	0%	0%	F	0.091	F	0.503	3900	G	200
Washington St	0.50	3000	J	5070	070		0 70	070	•	0.001	•	0.505	3300	J	200
Machinatan Ct	0.06	4000		From:	00/	Main St	00/	0%		0.000	F	0.517	E000	G	200
Washington St	0.06	4800	G	98%	0%	1% 1%	0%	0%	F	0.088	Г	0.517	5000	G	2002
				From:		Jefferson St									
Washington St	0.06	5300	G	98%	0%	1% 1%	0%	0%	F	0.089	F	0.565	5500	G	200
				To: From:		Lee St									
Washington St	0.21	4300	G	98%	0%	1% 1%	0%	0%	F	0.088	F	0.567	4500	G	200
				To-		Nelson St									
				From:		WCL Lexington									
Borden Rd	0.34	720	G	96 <u>%</u>	0%	1% 2%	0%	0%	С	0.11	F	0.667	750	G	200
				To:		Nelson St									
^				From:		Washington St									
Lewis St	0.33	1300	G	98 <u>%</u>	0%	1% 0%	0%	0%	С	0.133	F	0.511	1400	G	200
				To:		Diamond St									
^				From:		Houston St									
266 Spottswood Dr	0.40	2200	G	99%	0%	1% 0%	0%	0%	С	0.099	F	0.5	2300	G	200
				Io:		Nelson St									
~			_	From:		Jefferson St			_		_			_	
White St	0.18	900	G	99%	0%	1% 0%	0%	0%	F	0.129	F		940	G	200
				To: From:		Mclaughlin St White St		1							
267) McLaughlin St	0.28	2000	G	98%	0%	1% 1%	0%	0%	С	0.097	F	0.579	2000	G	2002
McLaughlin St	0.20			To:	0,70	Glasgow St	0,0	7,0		0.00.	•	0.0.0			
				From:		McLaughlin St									
Glasgow St	0.06	1100	G	94 <u>%</u>	0%	1% 4%	0%	0%	С	0.098	F	0.537	1200	G	200
				To:		Nelson St									
				From:		Sycamore Ave									
20th St		440	G							0.107	F		460	G	200
				To-		Cedar Ave									
				From:		Maple Ave									
25 1/2 St		660	G	_						0.117	F		690	G	200
				To:		Walnut Ave									
				From:		Lombardy Ave									
38th St		500	G							0.117	F		520	G	2002
				To:		Catalpa Ave		1							
				From:	_	Linden Ave	_		_		_			_	
411 01		4=0	_							0 4 4 4	_		470	_	2001
4th St		450	G	To:		Sycamore Ave				0.111	F		470	G	2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Spruce Ave		80	G	From:		23Rd St 24Th St			0.108	F		80	G	2002
Edmondson Ave		200	G	From:		Jackson Ave Main St			0.153	F	0.559	200	G	2002
Taylor St		1400	G	From:		Wallace St Houston St			0.104	F	0.528	1500	G	2002
Tucker St		240	G	From:		Washington St Massie St			0.104	F		250	G	2002